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YACHTING

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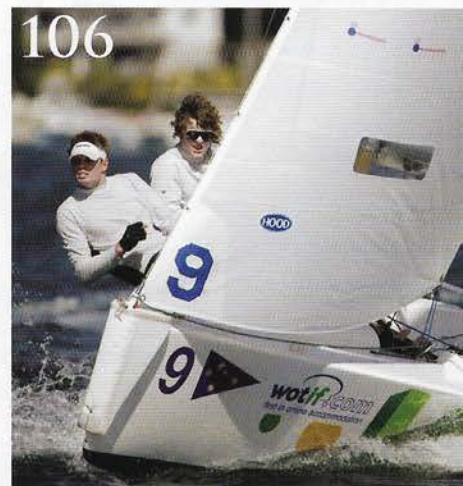
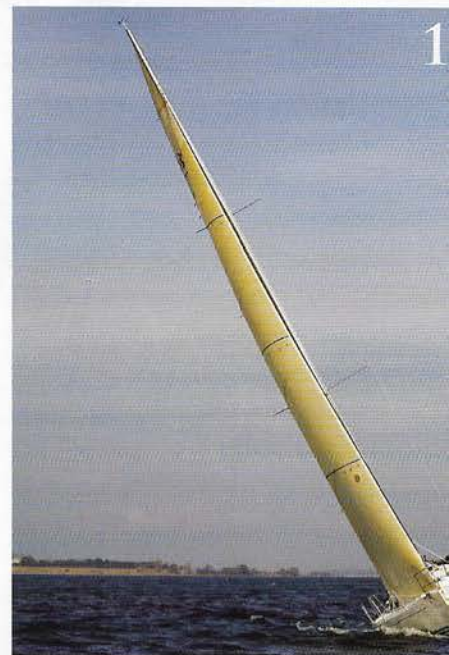
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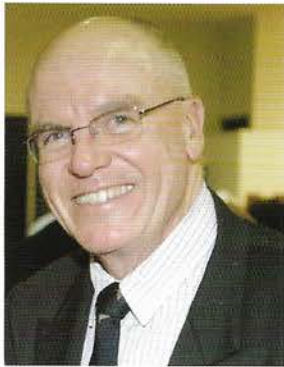
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AT THE HELM

GEOFF LAVIS, COMMODORE, CRUISING YACHT CLUB OF AUSTRALIA

With this edition of *Offshore Yachting*, we lead into the busiest time of the sailing calendar at the Club. December sees the Club conducting the Rolex Trophy, the Big Boat Challenge and of course, the Rolex Sydney Hobart Yacht Race.

At close of entries for the Rolex Sydney Hobart Yacht Race we had received 87 applications for entry to the race. And, once again, we have a very impressive line up of yachts. At one end of the fleet we have Bob Oatley's *Wild Oats XI* lining up to defend her line honours title against Grant Wharington's revitalised *Skandia* and a first time appearance of Charles St Clair Brown's NZ maxi *Maximus*. These boats could well be given a hurry up, in the right conditions, for line honours contest by the two Volvo 70s competing in the race for the first time.

In the middle of the fleet, and strong contenders for the Tattersall's Cup, we have Geoff Ross's latest *Yendys*, a 55' Reichel/Pugh design, Graeme Wood with *Wot Yot*, a Transpac 52, Chris Dare's *Flirt* a Corby 49, Ray Roberts' *Quantum Racing*, a chartered Cookson 50, and former RORC Vice Commodore Chris Bull with *Jazz*, a J145. That is not an exhaustive list of the Tattersall's Cup contenders, but gives an indication of the depth and quality of the fleet.

It's also great to see so many of the older classic boats returning to the race. Prominent among these are three former overall winners, *Ray White Koomooloo* from 1968, *Love and War* from 1974 and 1978 and *Illusion* from 1988. Nigel Stoke's beautifully restored *Fidelis*, the 1966 line honours winner is also competing.

We have a strong division of eight Sydney 38s. Prominent amongst these is 79-year-old Victorian, Lou Abrahams skippering *Challenge*. This will be Lou's 44th Sydney Hobart, equalling the record set by the late John Bennetto.

There are number of boats with an astounding number of Rolex Sydney Hobarts behind them. The Rum Consortium's *Phillip's Foote Witchdoctor* skippered by Maurie Cameron will start its record breaking 26th Rolex Sydney Hobart.

It's also pleasing to see the international boats in the fleet; three from the UK, two from NZ and one each from Canada, Italy and the Netherlands. Likewise it's pleasing to see that all Australian states are represented, as is also the ACT.

As usual, the successful implementation of the planning for the Rolex Sydney Hobart depends on the effectiveness of our staff and the ever present band of volunteers who assist us every year and in particular at this time of year. The Club simply could not handle the logistics of the task without our loyal volunteers. To all of you, I say thank you. I would also like to place on record the Club's gratitude to the board, staff and volunteers at the Royal Yacht Club of Tasmania for their efforts and dedication to ensuring the finish of the race runs smoothly and that all competitors receive the customary friendly Tassie welcome.

I would like to take this opportunity to invite all crewmembers, their families and those enjoying some sightseeing in Hobart to utilise the Sydney Hobart Dockside Bar which will overlook the fleets moored at Kings Pier Marina and Constitution Dock. A marquee will be constructed and will include a hospitality component as well as the RYCT's Liaison Centre and an archival display of photographs and story boards tracing the last 61 years of the Rolex Sydney Hobart.

In other sailing news, the Youth Sailing Academy hosted students from Eden High School from 27 November until 2 December. This annual event is put on by the CYCA as a small thank you to, and recognition of, the community of Eden who so graciously support our race by assisting skippers retiring their boats to Eden. In other December Youth Sailing activities, the Club will be hosting the Freedman Foundation Disadvantaged Schools Programme.

This year 48 high school students, selected their principals with consideration of social economic disadvantage, will spend two days at the YSA.

A SMALL THANK YOU TO THE COMMUNITY OF EDEN WHO SO GRACIOUSLY SUPPORT OUR RACE

CYCA Cruising will also be active over month of December. On Sunday 3 December they are conducting a Man Overboard Day at the Club. A lot of research has gone into presentation and the day will include demonstrations of the latest location device and retrieval of crew back on board. It's a well timed presentation and should be most interesting. On Sunday 10 December, not only but two Christmas parties will take place, organised at the Club for members' children and grandchildren whilst the adults have organised a get together at Clifton Gardens.

Club member Dick Gooch is the Australian representative for the Waikiki Yacht Club and has been charged with the task of stirring interest in Australia for the Waikiki Offshore Series in 2007 (July 27-30). This is a revival of the previous Pan Am Clipper Cup Series and the Kenwood Cup which was last run in 2000. The CYCA wishes Dick and the Waikiki Yacht Club all the best of luck in reviving this significant ocean racing series.

The Club and staff members are primed for the frenetic activity that occurs over the coming months and look forward to successful trading over this busy period. I would like to take opportunity to wish all competing sailors a safe journey to Hobart and to all our members trust that you will have a Merry Christmas and a Happy New Year. O



BACK TO THE FUTURE

After trialling an altered sailing calendar this year, the Cruising Yacht Club of Australia has announced that its second largest offshore event behind the Rolex Sydney Hobart, the Audi Sydney Gold Coast Yacht Race, will return to its traditional winter time slot.

The CYCA's Blue Water Pointscore Series for 2007-08 will now begin with the Audi Sydney Gold Coast Yacht Race, starting 28 July 2007, and finish in March/April 2008 with a second race to the Gold Coast, to be called the Audi Sydney Southport Yacht Race, to differentiate the two.

The long-running Sydney Mooloolaba Yacht Race has been removed from the Club's offshore programme for the 2006/07 season because of ongoing challenges facing the Mooloolaba Yacht Club and ongoing depth issues in the river.

The river depth prevented large boats from entering and saw 40 footers having to wait offshore at low tide after completing this year's race.

Explaining the revamp of the CYCA's sailing calendar, Sailing Committee Chairman Garry Linacre said: "Entries for this year's Sydney Mooloolaba Yacht Race in late July were well down on previous Sydney Gold Coast fleet sizes." Following the Sydney Mooloolaba Race and Hamilton Island regatta, the CYCA Sailing Office engaged in discussions with all stake holders including previous frequent entrants in the Sydney Gold Coast Yacht Race who chose not to race to the new destination of Mooloolaba in July this year.

"We tried to get as much feedback as we could from both owners and crew and the vast majority of those consulted expressed a preference to race to the Gold Coast in late July. Better crew flexibility given the shorter race distance, ease of flights, easy access by water to Southport Yacht Club and the Gold Coast being a preferred holiday destination for competitors' families were also cited as positives."



Indications are that the Audi Sydney Gold Coast Yacht Race scheduled to start in its traditional winter time slot will see us return to expected fleet sizes of around 70 to 80 boats, numbers we were experiencing prior to the revision of the sailing calendar.

This was also communicated by skippers and crews to our colleagues at Hamilton Island Yacht Club.

"While the changes in 2006 were made with the aim to provide a better way north for yachtsmen and women, overwhelming feedback has caused the CYCA to re think its position and cater for our stake holders by accommodating their preferred option," added Linacre.

The CYCA believes the Audi Sydney Mackay Yacht Race, which will be run in conjunction with the July Audi Sydney Gold Coast, has potential to grow substantially in numbers in the coming years.



The Club has confirmed it will continue to offer this as an option for those skippers who chose to pass through a finish line off Main Beach on the Queensland Gold Coast and continue on to Mackay, gateway to Audi Hamilton Island Race Week.

The CYCA is considering several destination options for the final race of its Blue Water Pointscore Series but at this stage the last event of the 2006-07 series will remain the Audi Sydney Southport Yacht Race, starting on 27 March 2007, as published in the Club's current sailing calendar.

RECORD "UP FOR GRABS"

Mark Richards, who skippered *Wild Oats XI* to her historic record-breaking line and IRC Overall win in last year's Rolex Sydney Hobart Yacht Race, believes any one of the five big boats in the 2006 fleet could smash that record.

Speaking at the official launch of the race at the Cruising Yacht Club of Australia, Richards listed the three 30 m maxis *Wild Oats XI*, *Skandia* and *Maximus* and the two Volvo 70s *ABN AMRO ONE* and *Ichi Ban* as potential line honours winners and record breakers.

Wild Oat XI set the record of 1 day 18 hours 40 minutes and 10 seconds in leading the fleet to Hobart last year.

Of *Wild Oats XI*'s chances of a back-to-back line honours win, Richards rated the New Zealand boat *Maximus* as being "hard to beat" and he noted that *Skandia* had undergone changes which should make her more competitive. But he added: "If it's a tough race, the Volvo 70s will be very hard to beat." Owner skipper of *Skandia* Grant Wharington is convinced *Wild Oats XI* will be the boat to beat, however.

"They are faster downwind and have more sail area," Wharington said as the alterations to his boat were being completed. But *Skandia* could be a surprise packet. Some significant changes have been made by designer, Don Jones.

Wharington said the boat is now stronger and should have improved downwind performance as a result of alterations including taking some lead off the bulb, shortening the bow and reshaping eight metres of the stern sections.

"It's a very different boat to last year," said Wharington.

CYCA Commodore Geoff Lavis said picking the IRC Overall winner would be far harder than picking the line honours winner. He said as many as 60 of the 86 entries could be potential winners. Much would depend on the weather.



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THE



Carlo Borlenghi/Rolex

AN IMPRESSIVE AND VARIED FLEET OF MORE THAN 80 BOATS WILL LINE UP FOR THIS YEAR'S ROLEX SYDNEY HOBART YACHT RACE.

By Peter Campbell and Lisa Ratcliff

The 85 or so yachts expected to compete in this year's Rolex Sydney Hobart Yacht Race on Boxing Day, 26 December, will again represent the broad spectrum of ocean racing in Australia. There will also be some notable overseas entries.

The fleet will range from comfortable cruiser-racers through to some of the world's fastest ocean racers and from a refurbished wooden boat built in 1932 to the newly launched first grand prix carbon fibre composite craft to be built in China. In size, the yachts will also be very varied, ranging from nine metres to 30 metres.

The 30m maxi *Wild Oats XI* has been shipped back from Europe in a bid to achieve the rare feat of back-to-back line honours wins or even be the first boat to achieve back-to-back doubles of line honours and overall handicap wins. The former is certainly likely but the second will be more difficult as a result of rule changes [See separate story on maxis]. A second race record to follow on from last year would also be possible if conditions are favourable.

The biggest boats, the three 30 m maxis *Wild Oats XI*, *Skandia* and *Maximus* and the two Volvo 70s, *ABN AMRO I* and *Ichi Ban*, along with other yachts of 60 foot LOA and bigger, will start off the forward of two lines, to be set north of Shark Island.

As last year, a second line, for the rest of the fleet, will be 0.2 nautical miles back up the harbour. Separate rounding marks at the Heads will equal the distance to be sailed by the two fleets.

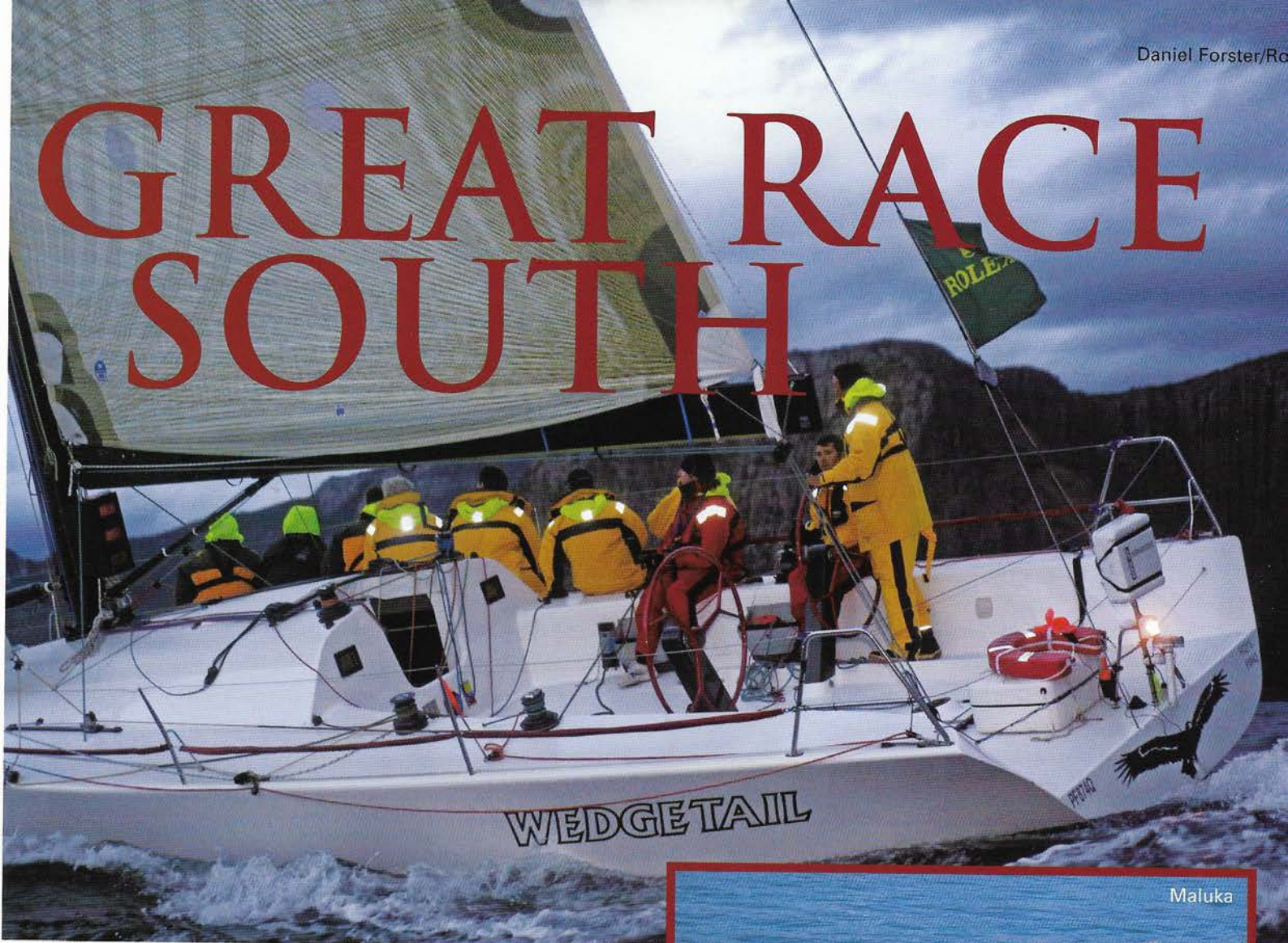
Many sailors will be hoping that the Overall Winner in this year's race will be one of the boats that will start on the second line. History and the quality right through the fleet suggest that is likely to be the case.

Applications to enter the race closed on November 3 with 85 nominations from all Australian states and the ACT, as well as from the Netherlands, Italy, New Zealand, the United Kingdom and Canada. As it has done in the past, however, the CYCA gave owners an extra week to submit paperwork without penalty.

In quality, the fleet ranks among the best ocean race fleets in the world with the vast majority of boats entered under the IRC (International Rule Club) rating system. In quantity, the fleet looks like being in line with races since the 115-boat fleet for the 60th event in 2004.

Missing from the maxi ranks this year will be the two New Zealand registered maxis, Neville Crichton's *Alfa Romeo*, which finished second to *Wild Oats XI* last year, and Stewart Thwaites' *Konica Minolta*. Both are still in the Northern Hemisphere. Also missing is *AAPT2* (ex *Nicorette*), the canting keel 90-footer. Another front-runner of recent years,

GREAT RACE SOUTH



Sean Langman's *AAPT*, has, however, been entered under its non-sponsored name of *Xena*, although at this stage it is not clear who will skipper the Open 66.

Victorian Grant Wharington is back again with *Skandia*, third boat to finish last year, while a new competitor in Australian waters is the radical New Zealand maxi *Maximus*.

Also among the big boats will be two Volvo 70s, *ABN AMRO I* and *Ichi Ban* owned by CYCA Vice Commodore Matt Allen.

A standout feature of this year's entries is the resurgence of veteran boats. These include three Overall winners, Mike Freebairn's *Ray White Koomooloo* (1968) from Queensland, Simon Kurts' *Love & War* (1974 and 1978) and one former line honours winner, Nigel Stoke's *Fidelis* (1966) from this era. *Fidelis*, originally from New Zealand, will be racing to Hobart specifically to mark the 40th anniversary of her line honours victory.

These boats will be joined by other well-known veteran craft – Chris Dawe's *Polaris of Belmont*, John Walker's *Impeccable* and the Rum Consortium's *Phillip's Foote Witchdoctor*, from NSW, Philip Spry-Bailey's *Magic* and Graeme Ainley and John Williams' *Bacardi*, from Victoria, and from Queensland *BSG 'On Tap'*, a Duncanson 34 built in 1975 and now owned by Marc Stewart.

Phillip's Foote Witchdoctor has sailed to Hobart 25 times; *Bacardi* this year will be contesting her 21st race, *Polaris of Belmont* her 22nd and *Impeccable* her 23rd.



Maluka

Apart from *Ray White Koomooloo* and *Love & War*, other past Overall Winners lining up again this year will be Nicholas Bartels' *Terra Firma* (1995) from Victoria and *Ausmaid* (1996 and 2000) now owned by West Australian Trevor Taylor.

The oldest – and smallest – boat entered is *Maluka*, a 74-year-old, gaff-rigged, wooden boat that has been restored in Sydney by high profile ocean racing yachtsman and boat-builder Sean Langman, best known for his exploits with the Open 66 *Xena* (alias *Grundig* and *AAPT*), the so-called "skiff on steroids". *Maluka* first sailed to Hobart in 1935, ten years before the inaugural Sydney Hobart Race, but this will be her first race to Tasmania.

An interesting statistic is that 28 boats will be competing in their first Hobart Race, nine are sailing in their 10th or more race south.



Daniel Forster/Rolex

Not only are veteran yachts returning for the 2006 Rolex Sydney Hobart, so too are some veteran yachtsmen and past Overall winners, although on different boats this year. Two-time winner 79-year-old Victorian Lou Abrahams [See separate story] is preparing his Sydney 38 *Challenge* for his 44th consecutive race, equalling the record of the late John Bennetto from Tasmania. Joining Abrahams for possibly his last Hobart hurrah is international yachtsman Ian “Barney” Walker who last sailed with Lou when they won Overall in 1989.

John Walker, who is now 84, will be sailing south again with his little Peterson 34 *Impeccable* while at the age of 79 Dr Tony Fisher is making a comeback to ocean racing.

Now living in Hobart and a member of the Royal Yacht Club of Tasmania, Fisher will be sailing aboard his comfortable cruising yacht *Helsal IV*, a far cry from the famous original ferro cement *Helsal*, dubbed the “Flying Footpath”, which broke the race record in 1973. *Helsal IV*, however, still carries Fisher’s original sail number; 262.

Syd Fischer, now in his late 70s and a two-time line and one-time Overall winner, is back again with his Farr 50 *Ragamuffin*, sailing his 38th Hobart Race.

For male sailors, 25 Hobarts is recognised as a great achievement, for women the initial goal is 10 and there will be several men and women expecting to reach those significant figures in this year’s race. Both achievements are recorded on honour rolls at the CYCA’s Rushcutters Bay clubhouse, as are those few yachtsmen who have achieved the remarkable number of 40 Hobarts. Two more names are due to be added to the 40-race honour roll this year, Tony Ellis sailing on *Ragamuffin* and Bill Ratcliff who will co-skipper *Scrumba*.

Under the IRC handicapping system with its built-in age allowance, one of the vintage yachts could take out the ultimate prize, the Tattersall’s Cup for

the Overall IRC winner. However, the odds favour newer boats with the very latest in hull design, construction, sails and go-fast gear. That has certainly been the case over the past decade.

The newest boat in the 2006 Rolex Sydney Hobart will be the latest *Yendys* for Sydney yachtsman Geoff Ross. Designed by the US based team John Reichel and Jim Pugh (designers of *Wild Oats XI* and *Alfa Romeo*), *Yendys* is a state-of-the-art 55-footer with a conventional (but highly sophisticated) fixed bulb keel. The hull was built in China by a new joint venture company set up to build state of the art racing boats for the international market by Australia’s McConaghy Boats and China’s JinLi Composites. The boat arrived in Australia for fit out in late November.

Ross, who won the Tattersall’s Cup in 1999 with a previous *Yendys*, has put together a highly experienced international crew, including three current America’s Cup sailors from the Oracle challenge, in a campaign to win the Rolex Trophy off Sydney in December and then the 2006 Rolex Sydney Hobart.

Yendys is likely to start the Rolex Sydney Hobart as one of the favourites for Overall victory. Others should be *Loki*, Stephen Ainsworth’s fixed keel Reichel/Pugh 60, and the chartered Cookson 50 *Quantum Racing*, entered by Ray Roberts. *Loki* placed second in the Big Boat Class at this year’s Hamilton Island Race Week and, with former Etchells world champion Cameron Miles joining the boat as sailing master and solo sailor Tom Braidwood as bow man, the boat’s performance should lift further.

Ed Psaltis and Bob Thomas, the CYCA members who won the storm-battered 1998 Sydney Hobart with their Hick 34 *AFR Midnight Rambler*, are having an excellent season with their latest boat of that name, a Farr 40 One Design which has been modified for ocean racing. When *Offshore Yachting* went to press, *AFR Midnight Rambler* was leading the CYCA’s Blue Water Pointscore and had placed a close second overall in the Hempel Gosford Lord Howe Island Race.

One of the most successful CYCA members this year has been Ray Roberts with his DK46 *Quantum Racing*, with victories in the Sailing South Race Week in Hobart, the Scotchmans Hill series at Skandia Geelong Week, an IRC overall win in the Sydney Mooloolaba Race and an IRC win at Hamilton Island Race Week. One trophy that has eluded Roberts is the Tattersall's Cup. He is hoping to rectify this by chartering a Cookson 50 for this race to take advantage of the design's running and reaching performance.

An interesting boat new to the local scene will be Graeme Wood's Nelson/Marek designed Transpac 52 called *Wot Yot*.

These boats have proven popular in the Northern Hemisphere and Wood has put together an experienced crew including ex-*Quest* Overall winning crew members Michael Green, David Ellis (who will reach the 25 race milestone this year) and Jack Goluzd. Amazingly, the crew has amassed 163 Hobarts.

Wood has a second entrant, his Sydney 47 *Wot's Next* to be sailed by a crew made up mainly of young sailors. [See item in Youth Sailing.]

Victoria again has a strong contingent with 16 entries headed on size by Grant Wharington's maxi *Skandia* from Mornington Yacht Club. Others include veterans Lou Abrahams and Bruce Taylor with their always well sailed Sydney 38s, *Challenge* and *Chutzpah* and Peter Blake and Kate Mitchell with their Farr 52 *Goldfinger* (ex *Ichi Ban*) which took line honours and second place in the IRC Division of the qualifying Melbourne to Stanley Race.

THE OLDEST – AND SMALLEST – BOAT ENTERED IS MALUKA, A 74-YEAR-OLD, GAFF-RIGGED, WOODEN BOAT

Certainly a good prospect is Michael Hiatt's Cookson 50 *Living Doll*, which won the Stanley Race, along with Chris Dare's imported Corby 49 *Flirt*, which two-time Rolex Sydney Hobart Race winner Roger Hickman has joined as sailing master. Returning to ocean racing is the Dubois-designed *Joint Venture*, built for the One Ton Cup and Admiral's Cup, and now owned by Alexandra McKinnon, one of only two women owners who have entered yachts in this year's race. *Joint Venture* was part of Victoria's winning team in the 1987 Southern Cross Cup and finished third in the One Ton Cup.

In addition to *Helsal IV*, Tasmania has two entries, the Don Jones-designed *Fruit* which Mark Ballard has been campaigning well, including a PHS win in the last King of the Derwent and a second in the 2005 Maria Island Race, and *Creative Intension*, an MBD 36 which won PHS in the 2005 Maria Island Race and PHS Division 1 of the 2006 Sailing South Race Week. David Rees and Craig Escott own the boat, with Escott making a return to ocean racing.

South Australia has just one entry this year, Geoff Boettcher's much-sailed *Hardys Secret Mens Business*, a Reichel/Pugh 46 that should make a good account of itself. The boat won IRC Division 1 of the 2005 Sydney Gold Coast Race and would have done much better in the 2005 Rolex Hobart Race had it not been trapped in a freakish calm area off the Tasmanian East Coast. This year *Hardys Secret Mens Business* has won line and IRC honours in the Adelaide to Port Lincoln Race and placed second in the IRC Division at Hamilton Island Race Week.

Western Australia has two boats, *Knee Deep*, a Beneteau 40.7 chartered by Perth surgeon and winemaker Philip Childs, and *Ausmaid*, the Farr 47 which has twice been Overall winner of the Rolex Sydney Hobart (1996 and 2000). Trevor Taylor now owns her and since going west the boat has won the Bunbury Race and the Fremantle to Cape Naturaliste Race.

Queensland has four entrants, including the veterans *Ray White Koomooloo* and *BSG 'On Tap'* mentioned earlier. *Another Fiasco* is the former *Maglieri Wines*, a Jutson 43 now based at Airlie Beach, while likely to again do well is *Wedgetail*, Bill Wild's Welbourn 42 which placed sixth Overall and fourth in Division in last year's race.

Among the smaller international entrants, the stand-out boat is *Jazz*, a J145 which Chris Bull, a past Vice Commodore of the Royal Ocean Racing Club (RORC), shipped to Australia to contest this summer's CYCA Blue Water Pointscore, which includes the Hobart Race. Bull finished second Overall in the 2000 Rolex Sydney Hobart, skippering the chartered *Quest* and decided to spend this summer in Sydney, his sights set on an outright win this year.

Jazz has had a most impressive career, winning IRC Class 0 of the 2003 Rolex Fastnet Race and placing fifth Overall and winning IRC Class O and second Overall in the 2004 Round Ireland Race. She has been first in class and second overall in the Middle Sea Race and has won the RORC season's pointscore. Since sailing with the CYCA, *Jazz* has won the tough Flinders Islet Race, a Blue Water Pointscore event.

Another British entrant is *Capriccio of Rhu*, an Oyster 55 on a world circumnavigation. Since arriving in Australia, owner Michelle Colenso has had surgery and chemo for breast cancer and will sail to Hobart promoting breast cancer awareness. Members of the British Army's Royal Signals A Corps will compete on the steel yacht *Adventure*, a former BT Challenge yacht, as part of an adventurous around the world training expedition.

The first Italian entry for many years is *DSK Comifin*, a Swan 45, which left home in January and has been sailing almost non-stop ever since with the objective of competing in three of the world's great offshore events, the Newport to Bermuda, the Rolex Middle Sea Race and the Rolex Sydney Hobart. *DSK Comifin* won the Swan 45 division at this year's Rolex Swan Cup at Porto Cervo, Sardinia and will be a competitive entry.

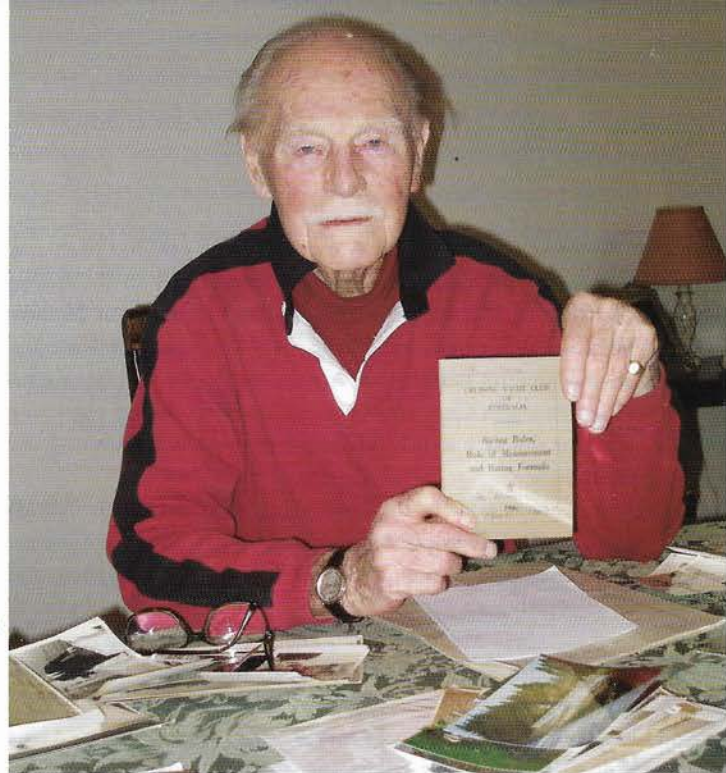
Canada is also represented for the first time in many years with *Kinetic*, a Beneteau First 47.7 that hails from the Royal Vancouver Yacht Club. Skippered by David Sutcliffe, the yacht has raced inshore and offshore in Canada and cruised the North West Pacific on her way to Australia.

Under the IRC (International Rule Club) virtually every yacht racing under the rating rule has, in theory, a chance of being Overall winner. However, the CYCA also places emphasis on divisions of boats of like potential speed and performance. For the first time, the big boats with canting keels and stored power will sail in a new Division O, with the rest of the fleet split into about four other divisions, which will include a Veterans Trophy and a Cruising Division.

The 2006 Rolex Sydney Hobart Yacht Race should be another great race south. ○



Flight Lieutenant Dennis Mason RAF demonstrating safety equipment to pilots during World War II. Picture: RAF



Dennis Mason with *Moonbi's* copy of the CYC's Rules of Racing and Measurement, circa 1947. Picture: Peter Campbell

War hero to start race

A WORLD WAR II HERO WHO SAILED IN THE 1947 SYDNEY HOBART YACHT RACE WILL BE THE OFFICIAL STARTER FOR THIS YEAR'S RACE.

By Peter Campbell

English-born Dennis Mason, 90, will fire the starting cannon to send the Rolex Sydney Hobart Yacht Race fleet on its way on December 26. Mason sailed aboard Hal Evans' yawl *Moonbi** in the 1947 Hobart race.

Also joining the starting team will be Trygve Halvorsen who, with his brother Magnus, won five Sydney Hobarts including three in succession with *Freya*, and another veteran of early Hobarts, John Powell, who crewed on the South Australian yacht *Nerida* in 1948 and again when she won in 1950.

Trygve Halvorsen was the Official Starter last year but because the cannon misfired the CYCA has invited the famous ocean racing yachtsman to again participate as a "gunner". Rather appropriately, this year's Official Starter was an air gunner with the RAF during World War II, reaching the rank of Flight Lieutenant.

Dennis Mason, a retired motor industry executive who lives in Sydney, sailed in just one Sydney Hobart Race. However, he has had a long involvement in sailing, in England and Australia, and still goes out for an occasional cruise on the Harbour with his son Greg, a CYCA member, on Greg's yacht *Sine Wave*.

"Dad taught me to sail in a little Heron dinghy on the Harbour and like him, I love sailing," says Greg Mason.

Dennis Mason moved from England to Australia twice to further his career, once as a young man in 1938 and again after World War II in 1947. That followed a distinguished wartime career with the RAF and the French Resistance after being shot down over France.

After a fairly brief time in Australia "seeking new opportunities" in the 1930s, Mason worked his passage back to England as a stoker on a tramp steamer to join the RAF and fight the Germans. The voyage took 82 days. "I always thought I'd like to fly and I was accepted as an air gunner," he recalls.

Whilst on leave and with the threat of a German invasion, Mason joined a friend's boat called *White Heather* which was part of the armada of small craft that crossed the Channel to Dunkirk to evacuate British and French soldiers.

"The engine broke down halfway, but we still managed to bring back a few Tommies and French soldiers," he said.

Dennis Mason trained as an air gunner on the British mainland and on the Isle of Man and was commissioned as a gunnery instructor. He also flew missions over France and Germany in Wellington bombers with 102 Squadron and in Lancasters with 622 Squadron.

"On the sixth trip we were coming back from Stuttgart when we got hit and the crew baled out," said Mason, describing his parachute descent into occupied France.

"I made contact with a young school teacher at the village of Pressingne les Pins near Montargis who hid me in the roof of the school until contacting the local Marqui. After thoroughly checking my identity they gave me a false ID card that said I was a Frenchman.

"Along with several others who had baled out over France, including a Spitfire pilot and an Australian who flew Mosquito bombers, we took part in several skirmishes between the Marqui and the Germans until the invasion of France. The Marqui, through a young Frenchwoman named Belette, got us through the German lines to make contact with the American forces and we eventually returned to England."

Mason's World War II activities have been recognised by both the French and British. He was awarded an Air Force Cross, a French Resistance Medal and the Dunkirk Medal.

The RAF refused to send Mason back on another operation and transferred him to Canada and Bermuda. After being demobbed in 1947 he again decided to try his luck in Australia and this time stayed,



Moonbi



Sailing *Monometer* on Thames Estuary in 19...
Picture: Dennis Ma...

working with the British motor company Roots Group at Fishermen's Bend in Melbourne, then in Canberra and Sydney.

Dennis' father was killed in World War I and he was brought up by his grandfather, a keen yachtsman who sailed his own yacht, *Monometer*, on the Thames Estuary.

"I sailed Dragons and Thames One Designs and once got invited aboard Sir Thomas Lipton's J-boat *Shamrock IV* at Southend," he said, his eyes lighting up with the recollection.

When he arrived in Australia after World War II, the Sydney Hobart Yacht Race was in its formative years but it attracted Mason's attention.

"The CYC in my day was just one room above a slipway," he recalls. "I knew Hal Evans quite well and he asked me to join the crew of his yawl *Moonbi* for the race to Hobart."

Moonbi finished second overall with Mason describing the voyage as "not too uncomfortable, but with fairly stiff winds going down the NSW coast until Bass Strait ... an uncomfortable fourth night before we reached Hobart very early in the morning."

This was Dennis Mason's one and only Sydney Hobart Race. He preferred sailing Dragons and then a Heron to teach son Greg to sail, but has always keenly followed the progress of the fleet south from Boxing Day.

* *Moonbi*, skippered by Hal Evans, finished second in the 1947 Sydney Hobart Race, fourth in 1948, second in 1952 and was winner of the Illingworth Cup in 1955.



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To Hobart
IN THE 1940s

Left: *Nerida* winning the Sydney Hobart Yacht Race in 1950. Then rigged as a yawl, *Nerida* was owned by Colin Haselgrove.

Right: *Nerida* is now owned by Sir James Hardy whose father Tom had the boat built before World War II. She has been restored to her original gaff cutter rig.

ONE OF THE OFFICIAL STARTERS FOR THIS YEAR'S EVENT RECALLS RACING TO HOBART ABOARD *NERIDA* MORE THAN 60 YEARS AGO.

By John Powell



I joined the crew of *Nerida* in 1947, her then owner being well known Adelaide yachtsman Colin Haselgrove. Colin had just commenced re-rigging the 45 ft gaff cutter to a Bermudan yawl. That *Nerida* is the same *Nerida* now owned by Sir James Hardy that still proudly sails on Sydney Harbour having been returned to her original rig carried after Sir James' father Tom had the boat built before World War II.

Sydney Hobart races in the 1940s were vastly different to what they are today. Apart from the style of yachts, safety equipment was minimal, radios were the old crystal type, and navigation was a combination of celestial and dead reckoning, no Beaufort type life rafts were carried and wet weather gear was almost non-existent.

In those days, gentlemen went sailing in their old business suits. A round trip Adelaide to Adelaide took about five weeks and a speed of six knots was considered pretty good sailing.

The starting line for the Hobart race was not policed particularly well and I remember in the 1948 race that a motor boat towing a dinghy and aptly named *Idler* cruised her way through the fleet. Yachts tacked here and there to miss her and during one such manoeuvre we sailed straight over her dinghy leaving our skipper telling the motor boat owner what he thought of him.

The motor boat owner just watched in dismay as half of his dinghy floated by, the bow section still made fast to the stern.

On rounding the seaward buoy off South Head, the Walker's log was streamed and hourly readings taken. Several spares were held in reserve as spinners proved very tempting to barracoutas in Bass Strait.

THE STARTING LINE FOR THE HOBART RACE WAS NOT POLICED PARTICULARLY WELL ... A MOTOR BOAT TOWING A DINGHY CRUISED THROUGH THE FLEET

The 1948 race was uneventful. There were 17 starters and four retirements. It was the fastest race to date with some yachts logging 200 miles in 24 hours. *Nerida* finished fifth overall, our elapsed time being 4 days 10 hours.

There were not many changes in the 1950 race. Most yachts still carried a dinghy and an anchor was stored on deck. However, we did practise heaving to the wind and man overboard drills, but happily neither was put to the real test.

The 1950 race, which we were fortunate enough to win, started in the teeth of a southerly gale which blew for two-and-a-half days. I well remember Colin's description of crossing Bass Strait: "We roared down the waves like a surf boat." The log was stuck on 10 knots and the spinnaker had to be taken in when we started to broach. Another blow off the Tasmanian Coast made it four days to windward out of five-and-a-quarter days elapsed time.

Race preparation in Sydney was quite hectic. We moored at Malcolm Campbell's moorings in Rose Bay and slipped at Halvorsens' on both occasions. Both Malcolm and the Halvorsen brothers, Trygve and Magnus were marvellous people who gave us plenty of assistance. Likewise the Royal Motor Yacht Club at Rose Bay made us very welcome.

At Hobart the receptions were also great! And seamanship and fellowship prevailed throughout. They were great days! ○



Below left: *Kialoa III* which set a 21 year record in 1975. Photo - Richard Bennett

Below right: *Helsal* on the way to a record in 1973. Photo - Brian Curtis



Wild Oats

THE RECORD BREAKERS

IN THE 61 YEARS SINCE THE ROLEX SYDNEY HOBART YACHT RACE WAS FIRST SAILED IN 1945, THE RACE RECORD HAS BEEN BROKEN JUST TEN TIMES. BUT ALTHOUGH THE CURRENT RECORD WAS SET ONLY LAST YEAR, IT COULD WELL BE BROKEN AGAIN THIS YEAR.

By Peter Campbell

Four 30m super maxis, with unrestricted use of canting keels and the largest sails ever seen in the ocean classic, set out to break the race record in last year's Rolex Sydney Hobart Yacht Race. Just one did – Bob Oatley's Reichel/Pugh designed *Wild Oats XI*, launched only weeks before the Boxing Day start and skippered to Hobart by Mark Richards.

Wild Oats XI's record time of 1 day 18 hours 40 minutes and 10 seconds in quite moderate conditions was just over an hour faster than that of the former Volvo 60 round-the-world racer *Nokia*, sailed by a Danish/Australian crew, when she surfed across Bass Strait in a westerly gale. *Nokia* slashed 19 hours off the previous record with an extraordinary time of 1 day 19 hours 48 minutes and 02 seconds.

If stronger winds prevail this year *Wild Oats XI*, or one of the other maxis in the fleet, could further lower the record. To break *Wild Oats XI's* record, the line honours winner of the 2006 Rolex Sydney Hobart Yacht Race must cross the line by 07:40:09 hours on 28 December. (*Wild Oats XI* started last year's race at 13:20 hours (1.20pm); this year's race starts at 13:00 hours (1.00pm).

Over the past 61 years almost every record-breaker has set a significant new benchmark elapsed time for the 628 nautical mile course. In 1946, *Morna* cut more than 36 hours off the time set by *Rani* in the inaugural 1945 race. Record breakers over the years have been:

1946: *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds.

(First yacht to break six days for the 630 nautical mile course and slashing 36 hours off *Rani's* time in the inaugural race in 1945).

1948: *Morna* (NSW) – 4 days 5 hours 1 minute 21 seconds.

(First yacht under five days).

1951: *Margaret Rintoul* (NSW) – 4 days 2 hours 29 minutes 01 seconds

1957: *Kurrewa IV* (formerly *Morna*) (Vic) – 3 days 18 hours 30 minutes 39 seconds. (First yacht under four days).

1962: *Ondine* (US) – 3 days 03 hours 49 minutes 16 seconds

(In breaking *Kurrewa IV's* record, *Ondine* set a time that stood until broken by *Helsal* in 1973).

1973: *Helsal* (NSW) – 3 days 01 hour 32 minutes 09 seconds.

1975: *Kialoa III* (US) – 2 days 14 hours 36 minutes 56 seconds (First yacht under three days).

1996: *Morning Glory* (Germany) 2 days 14 hours 07 minutes 10 seconds (*Kialoa's* race record broken after 21 years).

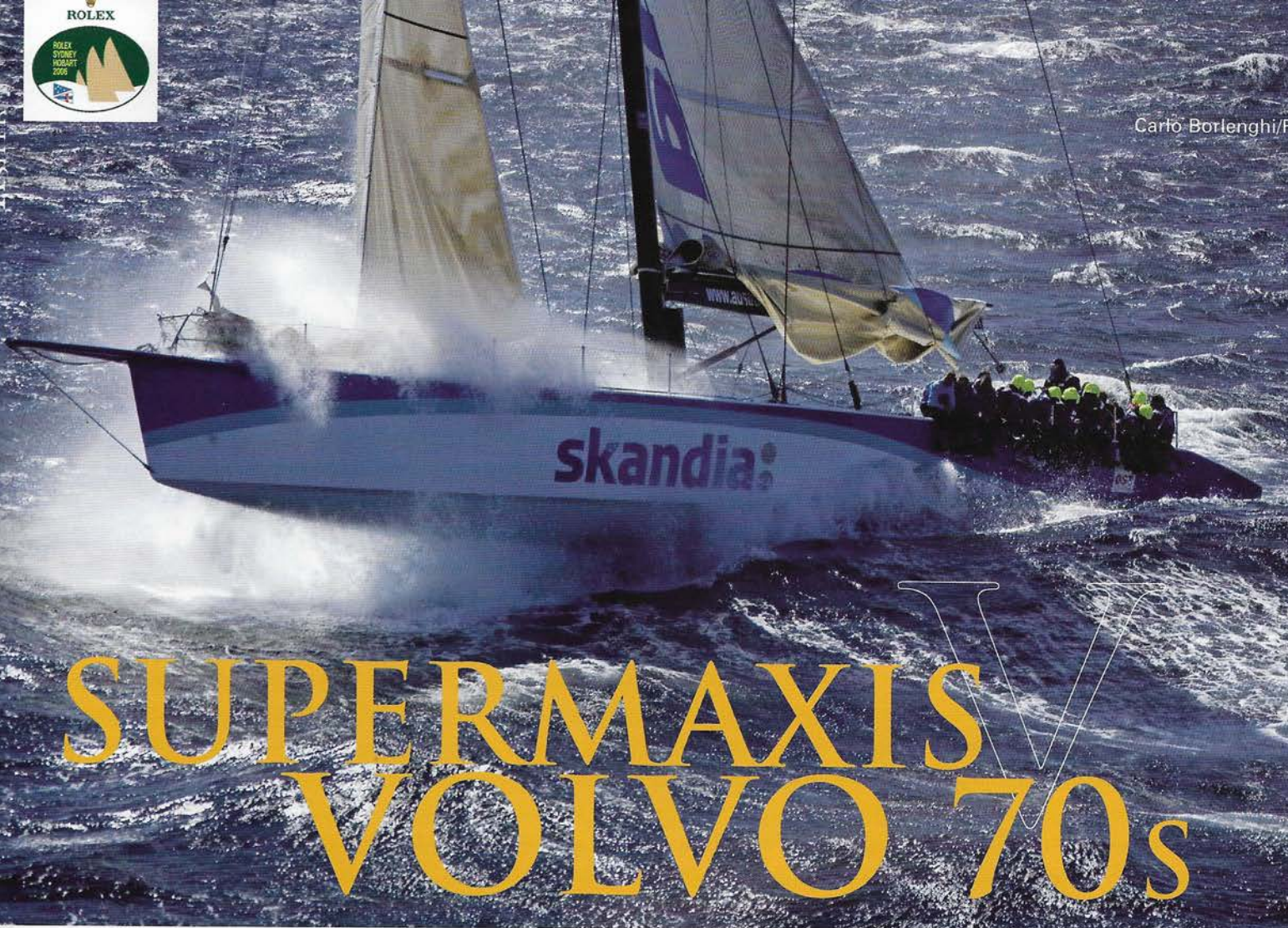
1999: *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 02 seconds for an Open Race Record (water ballast allowed) and first yacht to break two days for the course. *Brindabella* (Australia) set a record for a conventional yacht of 1 day 20 hours 39 minutes 50 seconds.

2005: *Wild Oats XI* (Australia) 1 day 18 hours 40 minutes 10 seconds breaks *Nokia's* 1999 race record to be the first yacht to take the triple, Line and Handicap Honours and set a race record since *Rani* set the original time of 6 days 14 hours 22 minutes 00 seconds in the inaugural Sydney Hobart in 1945.

Noting the moderate conditions last year, the 2006 Rolex Sydney Hobart Yacht Race could well see another record-breaking run south. ○



ROLEX SYDNEY HOBART



SUPERMAXIS VOLVO 70s

THE RACE FOR LINE HONOURS IN THE ROLEX SYDNEY HOBART YACHT RACE WILL BE A FIRST CANTING KEEL CLASH BETWEEN THREE 30 METRE SUPERMAXIS AND TWO 21.5 METRE VOLVO 70s.

By Peter Campbell

Wild Oats XI, Bob Oatley's canting keel, 30 m maxi made an unprecedented debut in ocean racing in last year's Rolex Sydney Hobart Yacht Race, winning the JH Illingworth Trophy for line honours and the Tattersall's Cup for first place Overall on IRC handicaps.

It was the first time in 18 years and only the sixth time in the history of the race that any yacht had taken the double.

And as far as the trifecta of line honours, a record elapsed time and first overall on handicap, no boat had done that since *Rani* in the first race in 1945. *Rani's* time lasted just one-year before *Morna* sliced hours off that first record.

Wild Oats XI was designed by John Reichel and Jim Pugh of the US design firm Reichel/Pugh and uses the CBTF (canting ballast twin foils) system. When launched just weeks before the 2005 Rolex Sydney Hobart, *Wild Oats XI* was the most sophisticated and fastest ocean racing maxi yacht in the world. She probably still is.

After competing in the Maxi Yacht Rolex Cup in Sardinia, Oatley decided to ship the boat back to Australia to prove that point in the Rolex Sydney Hobart.

Wild Oats XI sailed the 628 nautical miles to Hobart last year in 1 day 18 hours 40 minutes 10 seconds to better by an hour the race record of 1 day 19 hours 48 minutes and 02 seconds set by a Volvo 60, *Nokia*, in the 1999 race.

She has the potential to again take line honours and beat her own record. However, to take the line and handicap double will be much harder this year as the IRC rule appears to have penalised yachts with canting keels and stored power in the 2006 ratings.

The record will, as always, hinge on the prevailing weather conditions for the entire race. While the weather did favour the bigger boats last year, it was nothing like that of 1999 when *Nokia* slashed the previous fastest time.

A quantum leap in boat design and construction, in sails and in equipment were the major factor in *Wild Oats XI's* record. Technology has not advanced greatly since last year and to better *Wild Oats XI's* record the first boat must finish before 07:40:09 hours on 28 December.

Wild Oats XI will line up with two other 30 m maxis, Australian Grant Wharington's *Skandia* and the New Zealand boat *Maximus*, owned by Charles St Clair Brown and Bill Buckley. This will not only be a race between the so-called supermaxis but also their first long ocean racing clash with two Volvo 70s, *Ichi Ban* and *ABN AMRO I*.

The maxis and the Volvo 70s all use canting keel technology.

ABN AMRO I was the stand-out boat of the Volvo Race, winning all but three legs of the circumnavigation race, under the command of New Zealander



Mike Sanderson. Sanderson, who in November was named ISAF Rolex Sailor of the Year, will skipper the boat to Hobart with an outstanding crew including America's Cup sailor Robbie Naismith.

Ichi Ban raced in several legs of the Volvo Ocean Race as *Brunel* without any real success but has undergone modifications since owner Matt Allen, Vice Commodore of the Cruising

Yacht Club of Australia, took over the boat at the end of the Volvo Race. *Ichi Ban* has already set a record for the Flinders Islet Race.

On paper, the much bigger maxis have the waterline length and sail power to outsail the Volvo 70s. And they should, given the normal range of weather over the 40 to 50 hours they are expected to take to sail the course. Last year's weather was made to order for the maxis enabling them to sail fast from one weather pattern to the next, miles ahead of the bulk of the fleet.

If it is a race with lots of tight reaching and beating to windward in heavy winds and rough seas, however, the Volvo 70s could prove to be a match for the maxis. They, and their predecessors, the Volvos 60, were designed for those conditions as previous record-holder *Nokia* showed as she surfed across Bass Strait to shatter the then race record in 1999.

After her remarkable 2005 Rolex Sydney Hobart trifecta, *Wild Oats XI* was shipped to Europe. In the Maxi Yacht Rolex Cup *Alfa Romeo*, Neville Crichton's New Zealand registered Reichel/Pugh 98-footer which *Wild Oats XI* outsailed in the 2005 Rolex Sydney Hobart, beat her in most of these short course races. In fact, *Wild Oats XI* ended up third on handicap being edged out of second by another similar Reichel/Pugh design, the German yacht *Morning Glory*.

Maximus also contested the Maxi Yacht Rolex Cup, without success. After her early good form in winning the Rolex TransAtlantic Race on handicap and taking line honours and first place in IRC Class O in the 2005 Fastnet Race, she is, perhaps, due for a another win.

IN HEAVY WINDS AND ROUGH SEAS THE VOLVO 70S COULD PROVE A MATCH FOR THE MAXIS

Charles St Clair Brown acknowledges *Maximus* is being run on a shoestring budget without a full professional crew but, he says, the last three regattas which *Maximus* has contested have been drifters, conditions for which the boat is not optimised.

He admits it's going to be an uphill battle in the Rolex Sydney Hobart with the two ends of the weather spectrum covered by the supermaxis and the Volvo 70s.

"If it's light, clearly *Wild Oats XI* is the favourite as she's fully optimised for light winds and flat water, and she's got something to protect. If the winds are strong and the seas steep, *ABN AMRO I* in particular has proven she is incredibly fast ... so all conditions are covered off with specialist boats.

"We are by no means in a favoured position but it's still going to be a close battle and will largely come down to tactics," says St Clair Brown, a four-time Hobart campaigner with previous boats. He is hoping for moderate conditions for his first Hobart with the new boat.

"It's a seriously difficult thing to slow these supermaxis down, to come off the back of a wave without firing 28 tonne of boat into the blue sky. That's when the Volvos will make their move. If it's a running and reaching race, however, that's a different story."

Ichi Ban has shown her ability since arriving at the CYCA, but she was no match for *ABN AMRO I* in the Volvo Race. Nevertheless, Matt Allen is an astute sailor with some outstanding results in a wide variety of racing, including the 2006 Rolex Farr 40 One Design Worlds where he finished second, and in long offshore races with his previous *Ichi Ban*, a Farr 52 ocean racer.

Line honours in the 2006 Rolex Sydney Hobart Yacht Race promises to be another great contest with all five big boats having the potential to be first to Hobart in a new record time – depending, of course, on the weather conditions. ○



Photos: Carlo Borlenghi/Rolex



Mark Richards. Picture: Carlo Borlenghi/Rolex

RICHO'S RUN

SKIPPER OF WILD OATS XI MARK RICHARDS ISN'T EXPECTING AN EASY REPEAT OF LAST YEAR'S LINE HONOURS WIN IN THE ROLEX SYDNEY HOBART YACHT RACE. AND IT IS NOT ONLY MAXIS HE SEES AS COMPETITION. IN HEAVY CONDITIONS HE EXPECTS THE VOLVO 70S TO BE GENUINE CONTENDERS.

By Adrian Herbert

Mark Richards has enjoyed a run of successes over the last few years that most ocean racing skippers wouldn't even dream about. He skippered the lead boat in the team which won the Admiral's Cup for Australia in 2003, *Wild Oats IX* (now *Wild Joe*). Then last year he led the crew of *Wild Oats XI* to amazing success in the Rolex Sydney Hobart Yacht Race, taking line honours, handicap victory and setting a new record time.

He has achieved all that with an easy going manner which suggests that it's been little more effort than Saturday afternoon club racing. The reality, of course, is rather different. Those who have sailed with Richards are quick to point out that his apparently casual manner comes from being exceptionally well prepared – knowing that everything that can be done has been done, usually well ahead of time. That ensures that once he is behind the wheel he can focus on nothing else but steering.

As far as the workings of a boat are concerned, Richards likes to be on top of everything. He personally checks and double checks every detail of the boats he sails and has no qualms about altering anything if he believes

it will improve performance. This is a characteristic which, fortunately, he shares with Bob Oatley for whom he has skippered a series of *Wild Oats*. Consequently, he wasn't the slightest bit fazed when Oatley decided, after the lines for *Wild Oats IX* had been drawn up, that he wanted to introduce the twin foil canting ballast keel technology to ocean racing (as opposed to long distance racing).

But Richards' attitude to people is very different. He selects crew members who he knows can do a job, tells them how he wants it done and leaves them to get on with it.

It looks like it's the same in his business life. A walk through Richards' Palm Beach Yachts boatbuilding factory suggests so. The quality of the work is immediately apparent from the sturdy construction of moulds for a one off job through to the faultless finish of a black hulled production boat awaiting mechanical fit out. Richards knows every detail that goes into his boats but he clearly does not expect to have to look over the shoulders of his work team. Of course, that's the way it has to be. As skipper of *Wild Oats XI*, Richards spends months away from the factory campaigning the boat overseas.

He has to delegate. He also doesn't appear to have any ego problems. I asked him how he and Iain Murray worked together aboard *Wild Oats XI*, was he the skipper and Murray tactician? "No, he's in charge of one watch and I'm in charge of the other," he said.

Now, with the Rolex Sydney Hobart looming, Richards is focusing on repeating last year's line honours victory but that, he says, will not be easy.

"Last year was great," he says, "but there was really nothing between us and *Alfa Romeo*. We had these two almost identical boats sailing at the same speed almost right through the race."

The difference came down to one or two tactical decisions, as was well analysed after the race. Since then both boats have been campaigned in the Mediterranean and both have been optimised. Recently *Wild Oats XI* was fitted with yet another, smaller (but presumably similar weight) keel bulb and is now a full tonne lighter overall.

At the time of writing, it was not known whether *Alfa Romeo* would be back for the race but Richards said he expected competition to be stronger among the maxis even if Neville Cricton's boat didn't make it.

"There's going to be a red hot bunch of boats, whatever," he said. "I know *Skandia* is going to be a much better boat than last year. The whole back end has been rebuilt and Grant Wharrington is always a hot competitor.

"*Maximus*, in certain conditions, is as fast as any boat in the world. In light conditions, nothing should be able to touch the Reichel-Pugh boats (*Wild Oats XI* and *Alfa Romeo*) but the Hobart is rarely all light ...

"And if there is a strong southerly the Volvo 70s (*ABN AMRO I* and *Ichi Ban*) could really push us. They might have shorter waterlines than us but big seas and strong winds are the conditions they are built for. And remember, they hold the 24-hour offshore distance record (*ABN AMRO II*)."

Richards expects Mike Sanderson's Volvo Race winning *ABN AMRO I* crew to be the best prepared for heavy conditions and, he says, in 40 knots plus they would be in the box seat. But, he says,

the crew of *Wild Oats XI* has gained more experience of heavy weather since last year, the boat's first major race.

"Last year was far from light - there was some hard running and *Wild Oats* was able to hold on to a full main and a masthead spinnaker," he says.

"Since then we have sailed in 25 to 50 knots in the Mediterranean. The 50 knots was a Mistral on a delivery trip. We were sailing with a racing crew so we used that as training."

In that big blow in the Med, *Wild Oats XI* sailed quite comfortably with its long waterline bridging wave crests, he said. But in the Bass Strait in really big seas he expects the Volvo 70s would have an advantage as the longer waterline maxis would be forced to slow down to avoid crashing off waves.

In the right conditions, however, he expects *Wild Oats XI* to prove even faster than last year.

"We can sit on 28 to 30 knots all day," he says.

Like many successful sailors, Richards' career has been a steady progression resulting from him taking each opportunity that presented itself.

He started sailing at six crewing aboard Manly Juniors and Flying Ants at Bayview Yacht Racing Association on Pittwater. By the time he was 13

he was crewing on keelboats just across the water at the Royal Prince Alfred Yacht Club. He sailed in his first long ocean race - a Sydney Mooloolaba - at 14 and by 19 was sailing in match racing

events as a sail trimmer for Peter Gilmour.

That led to a globe trotting career as a professional sailor including sailing in two America's Cup challenger crews, *Spirit* in 1991 and *One Australia* in 1995.

But after 1995 Richards was happy to return home and resume work as a boat builder. He had served a shipwright's apprenticeship with Martin Lewis at the Royal Motor Yacht Club from the age of 15. There he learned all the old shipwright's skills such as caulking. After completing a number of one off commissions, he eventually moved into the production boat business with a series of power boats. But Richards' boats are very much his own style of power boats.

He says he had always loved "old fashioned power boats" so when he was able to develop a stock line of boats he went back to the warped chine style of semi displacement hulls popular as recreational craft either side of World War II. The cabins also follow the period style but the construction throughout is entirely modern, using lightweight composite materials. This makes the Palm Beach Yachts 32, 45 and 50 as fast as many similar sized power boats but driven by engines of only about half the power.

Having achieved just about as much as any amateur sailor could dream of, I couldn't resist asking Richards whether he would like to go back to professional sailing with, perhaps, a well resourced America's Cup syndicate.

"Why would I want to?" he said, "I get to sail a much more advanced boat now."

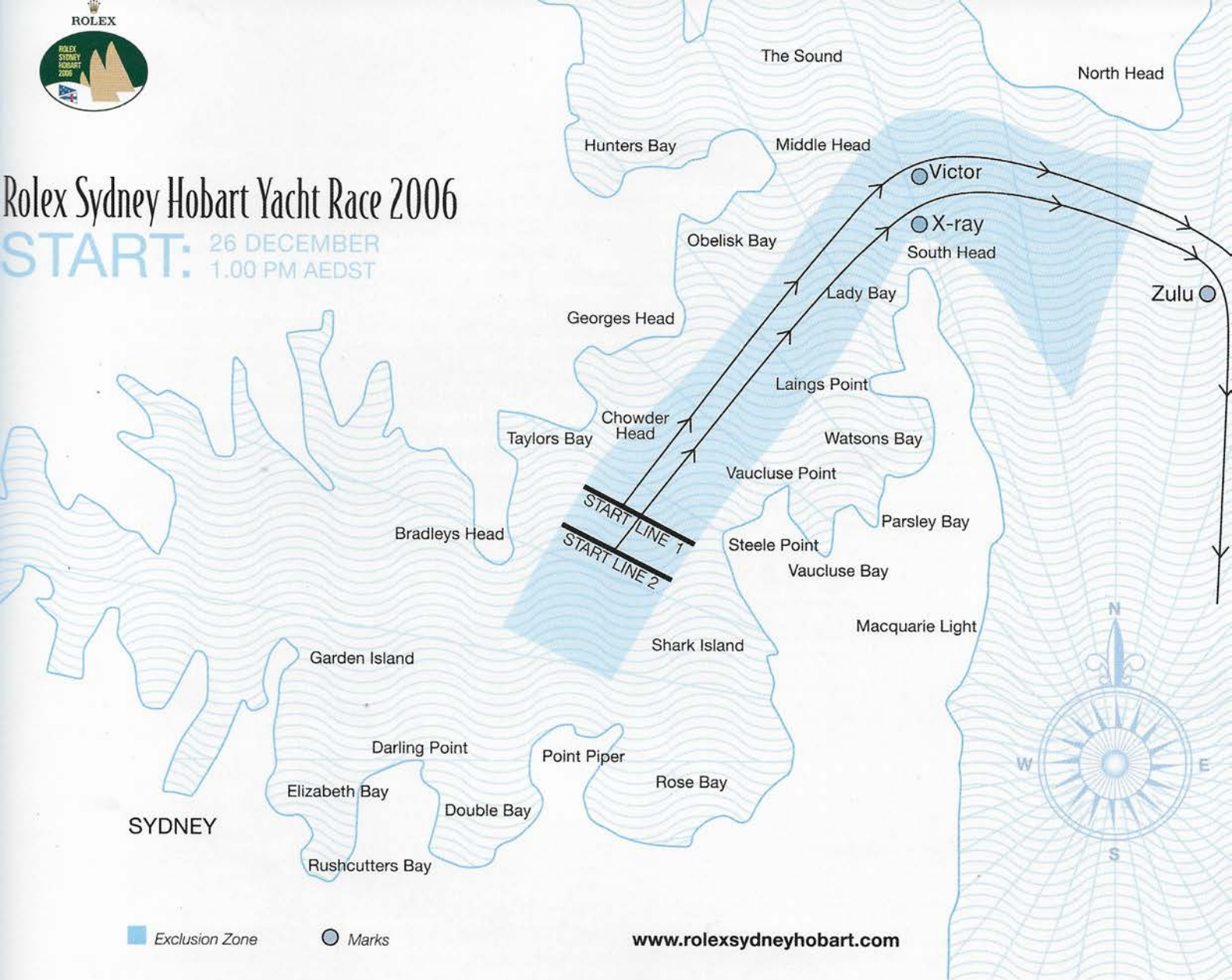
He's got a point. ○

HE SELECTS CREW MEMBERS WHO HE KNOWS CAN DO A JOB, TELLS THEM HOW HE WANTS IT DONE AND LEAVES THEM TO GET ON WITH IT



Rolex Sydney Hobart Yacht Race 2006

START: 26 DECEMBER
1.00 PM AEDST



BOXING DAY *spectacular*

THE ALWAYS SPECTACULAR START OF THE ROLEX SYDNEY HOBART YACHT RACE ON BOXING DAY, 26 DECEMBER, WILL REVERT TO THE TRADITIONAL TIME OF 1300 HOURS (1.00PM). THE RACE WILL BE WATCHED BY THOUSANDS ON AND AROUND THE HARBOUR AND ON TELEVISION ON THE SEVEN NETWORK.

The start of the 62nd Rolex Sydney Hobart Yacht Race will revert to the traditional time of 1300 hours (1.00pm) on Boxing Day, 26 December, with a fleet of more than 80 yachts expected on two starting lines north of Shark Island on Sydney Harbour.

The Race Committee decided to have a two-line start, as it did last year, because of the number of maxis and other yachts of 70ft overall and more in the fleet. These boats will start off the front line, 0.2 nautical miles north of the back line, with identical starting signals for both groups of yachts.

To compensate for being 0.2 nautical mile ahead at the start, the front line boats will sail a similar extra distance to rounding mark Victor before heading to sea at Sydney Heads. Boats starting off the back line will round mark X-ray, just north of South Head.

The final split-up for the starting line will not be announced until close to 26 December, probably at the race briefing.

Although the Rolex Sydney Hobart Yacht Race course is 628 nautical miles and takes between two and six days to sail, a winning start is considered an important psychological advance for the helmsman of almost every boat in the race. With four or five maxis and many other large grand prix racing yachts in the fleet, the start and the race to the Heads will be unique in international ocean racing events.

The Official Starter, who will fire the Club's historic cannon to send the fleet on its way will be 90-year-old Dennis Mason who sailed in the third Hobart Race on the yawl *Moonbi*. Trygve Halvorsen of *Freya* fame, and another veteran, South Australian John Powell who sailed on *Nerida* in 1948 and 1950, will fire the cannon to mark the Warning and Preparatory signals. Flag signals will also be lowered at these three times.

The two starting lines will stretch across the Harbour, the back line about 400m north of Shark Island, both lines marked by large Rolex buoys at either end.

From the start, the fleet will race down the Harbour to round either Mark X-ray or Mark Victor, leaving them to starboard, then out to Mark Zulu, one nautical mile east of the Heads, before turning south on the rhumbline course to Tasmania.

To give the yachts a clear area in which to manoeuvre before the start and then ample room to tack or gybe as they race to the Heads, the NSW Maritime Authority has declared an exclusion zone from 11am to 2pm on Boxing Day, with the area for the racing yachts clearly marked by yellow buoys.

The Port of Sydney will be closed from 9.00am to 4.00pm to commercial shipping. A six knot no-wash zone will cover the Harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light.

Spectator craft may not enter the exclusion zone between these times and once the race starts the competing yachts must sail within the zone until they clear the Heads.

If the wind is from the south, southeast or southwest, the fleet will have a spinnaker run to the Heads. An easterly breeze will see a close reach under working sails down the Harbour.

If the wind is from the north or northeast, the fleet will have to tack up (beat to windward) down the Harbour to the turning marks at the Heads. This will mean some close encounters between competing yachts as they cross tacks, some sailing right to the edge of the exclusion zone to gain a tactical advantage.

As the countdown to the start begins, the CYCA's cannons will be fired aboard the official starting vessel *Aussie One* to draw attention to the traditional starting flag sequence, as follows:

12:50 hours (12.50pm) – 10 minute Warning Signal –
Event flag hoisted and cannon fired.

12:55 hours (12.55pm) – 5 minute Preparatory Signal –
Code flag P hoisted and cannon fired.

13:00 hours (1.00pm) – Starting Signal – Event Flag and Code flag P
dropped and cannon fired.

A further signal (Code flag X) and a single cannon fire may indicate premature starts (OCS – On Course Side) by individual yachts, which must return and re-start. Yachts that have broken the start will also be advised by radio within 10 minutes of the start. There will be no general recall.

ADVICE FOR SPECTATOR CRAFT EXCLUSION ZONE – 11.00AM TO 2.20PM.

The Sydney Harbour Exclusion Zone will come into force at 11am. The Zone will be marked with yellow buoys and some fixed navigation aids.

The rounding Marks, Victor and X-ray at the Heads, will be large Rolex conical inflatable buoys, as will Mark Zulu, one nautical mile due east of the Heads.

All spectator craft must remain outside the Exclusion Zone until 2pm.

No spectator craft is permitted to anchor or remain anchored within 100m of the Exclusion Zone.

Boats may only proceed through the 'no anchoring' zone near South Head if going out to sea.

Commercial vessels only will have access the Commercial Vessels Area (see map).

Spectator craft should not operate under sail near the Exclusion Zone from 12 noon until the fleet has cleared the Heads.

Control Vessels

Royal Volunteer Coastal Patrol and Australian Volunteer Coast Guard vessels will display an orange banner with the wording 'Waterways Control' and will patrol the spectator limit lines. Please obey instructions from these vessels and from the Waterways and Water Police vessels.

General safety messages will be broadcast on marine radio bands 27.88 and VHF Channels 13 and 17.

Race Entrants

Competing yachts will display a special Rolex race flag on their backstay. Please keep well clear of any vessel displaying such flags.



HISTORIC SHIPS

To mark the 400th anniversary of the first European contact with Australia, four tall ships will undertake a 'sail past' in the Rolex Sydney Hobart Yacht Race exclusion zone starting from 11.30am on Boxing Day, 26 December.

The replicas of the Dutch ship *Duyfken* and HM bark *Endeavour*, along with *Svanen* and the restored *James Craig* will enter the exclusion zone near Rose Bay and parade down the harbour, giving spectators a look at sailing history before the century boats take the stage at 1.00pm.



SPECTATOR VANTAGE POINTS

In what has been a Boxing Day tradition for Sydney since 1945, thousands take to the water and the foreshores of the Harbour to watch the start of the Rolex Sydney Hobart. Sometimes it is a colourful spinnaker start, at other times a beat to windward with the yachts crossing tacks as they race towards the Heads and out to sea.

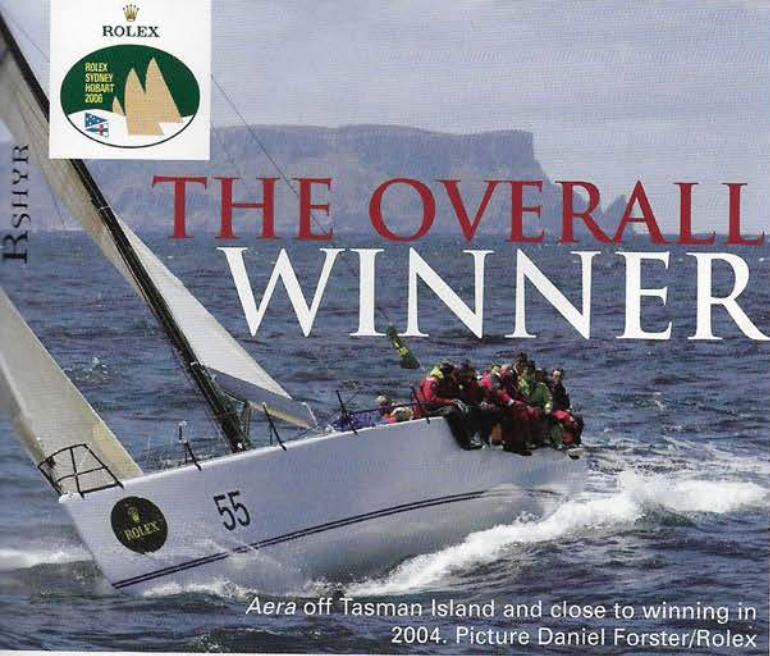
On the water, spectators who position themselves in the eastern channel can watch the race start and follow the fleet down the Harbour to the Heads and out to sea.

To watch the fleet sail through the Heads it is advisable to move well down the Harbour (towards Middle Head) from the start line before the starting gunfire. At the Heads keep well clear of the rounding marks. On-water spectators who intend to watch just the race start should position themselves on the western side of the Harbour.

Please follow the advice of officials on the water and stay well clear of the Exclusion Zone between 11.00am and 2.20pm to ensure that Boxing Day is enjoyable and safe for all afloat.

On water: Either side of the start lines, Steele Point on the east and Taylor's Bay on the west. Spectator boats can position themselves in the western channel at Chowder Bay, Obelisk Bay and waters to North Head or in the eastern channel, north of Shark Island, in Rose Bay, Watsons Bay, Camp Cove and around South Head.

On land: The best vantage points are Bradley's Head, Chowder Bay, Georges Heights and Middle Head on the western shore; Shark Island, Steele Point, Vaucluse Point, South Head and The Gap on the eastern shore; North Head in the north – which offers a magnificent panoramic view back up the Harbour and also out to sea and down the coast. ○



Aera off Tasman Island and close to winning in 2004. Picture Daniel Forster/Rolex

THE OVERALL WINNER

A SUPERMAXI IS ALMOST CERTAIN TO TAKE LINE HONOURS IN THE 2006 ROLEX SYDNEY HOBART YACHT RACE, BUT THE WINNER OF THE TATTERSALLS CUP, THE OVERALL WINNER ON CORRECTED TIME, IS LIKELY TO BE ONE OF THE SMALLER BOATS IN THE FLEET.

Bob Oatley's *Wild Oats XI*, a 30 m LOA maxi, was both the Line Honours and Overall Winner of the 2005 Rolex Sydney Hobart Yacht Race but the previous year the boat which finished fourth across the line was the Overall Winner.

So how will the Overall Winner of the 2006 race achieve that honour?

Once again, the Cruising Yacht Club of Australia will use the IRC (International Rule Club) time correction system to decide the Overall Winner and the 62nd winner of the historic Tattersalls Cup.

The Overall Winner will be the boat in the IRC category with the lowest corrected time. Within this category boats are placed in divisions, grouped according to their size and/or potential boat speed. The IRC rule will cover the vast majority of boats in the big fleet, including those with water ballast and canting keels.

This means that a maxi can now take Line Honours and also be Overall Winner (as happened last year), but historically the latter is most likely to be a much smaller, and possibly older, boat.

To the general public and, possibly, for many sailors, ocean racing handicapping may appear highly complex but it can be quite simply explained.

Line Honours is clear and easy to understand – the first boat to finish the 628 nautical miles passage race is the Line Honours winner, with the owner/skipper and crew collecting a swag of trophies, and getting much of the media coverage.

Generally, the Line Honours winner of the Rolex Sydney Hobart Yacht Race is one of the biggest boats with the biggest crews, possibly one of the newest boats in the fleet. The bigger boats have longer waterlines and it is a scientific fact which can be explained by a mathematical formula that while a boat is in displacement mode (travelling in the water rather than planing across the surface) the longer it is the higher the hull speed and thus the greater potential to be first to Hobart.

Maxi yachts now have the potential to be significantly faster in this year's Rolex Sydney Hobart Yacht Race because, although their maximum overall

HANDICAPPING THE ENTIRE FLEET ENSURES EVERY YACHT HAS A CHANCE AT BECOMING THE OVERALL WINNER

length has been locked in at 30-metres (98ft), there is no longer a rating based speed limit. Until 2005 there was a rating speed limit of 1.615. The change allows yachts to carry larger running and reaching sails, and hence have the potential for faster off wind speeds.

All Rolex Sydney Hobart Yacht Races and, indeed, all the prior Sydney Hobart races have had a handicap Overall Winner, although the method of calculating this winner has certainly changed over the years. The Cruising Yacht Club of Australia, as the Organising Authority for the race, has always used what could be described as the most credible and most popular time correction system globally at the time.

This year, as each boat finishes, its elapsed time will be adjusted by a mathematical calculation using a pre-determined IRC TCC (handicap). The boat with the lowest corrected time will be declared the Overall Winner.

The IRC rating that produces each yacht's TCC (handicap) is a computer generated analysis of the boat's waterline and overall length, beam, draft and, more generally, the style and age of design of the boat. The construction and size of the sails is also taken into account.

The Royal Ocean Racing Club in England administers IRC, which has attracted large numbers of yachts, and yachting organisations, in that country, the US and Australia, and more recently New Zealand. The rule is very permissive and actively endeavours to give most types of yachts a handicap. Because of its long-term goal of rating both new and old boats as equitably as possible, and its simple application, the IRC handicap method has proven very popular in Australia.

Handicapping the entire fleet is the backbone of the Rolex Sydney Hobart Yacht Race and ensures every yacht has a chance of becoming the Overall Winner.

Taking into account all the information about a yacht that the IRC rule needs to calculate the handicap, it is fair to say that two yachts that have a similar handicap will perform generally about the same, given an assortment of weather conditions. Therefore, two maxis, with an IRC number of 1.615 or so, should have an incredibly close and exciting race to Hobart – as was the case with *Skandia* and *Zana* (now *Konica Minolta*) in the 2003 Race.

An example using the IRC method (both IRC and PHS handicap methods are calculated in the same way) and applied to the 2004 Rolex Sydney Hobart Race:

The results show that the Line Honours winner, *Nicorette*, had an elapsed time of 2 days 16 hours 00 minutes and 44 seconds whilst the Overall Winner, *Aera*, crossed the line in fourth place with an elapsed time of 3 days 02 hours 33 minutes 43 seconds. Under the IRC handicap system:

Nicorette's IRC handicap was 1.614, giving the 90-footer a corrected time of 04:07:18:57.

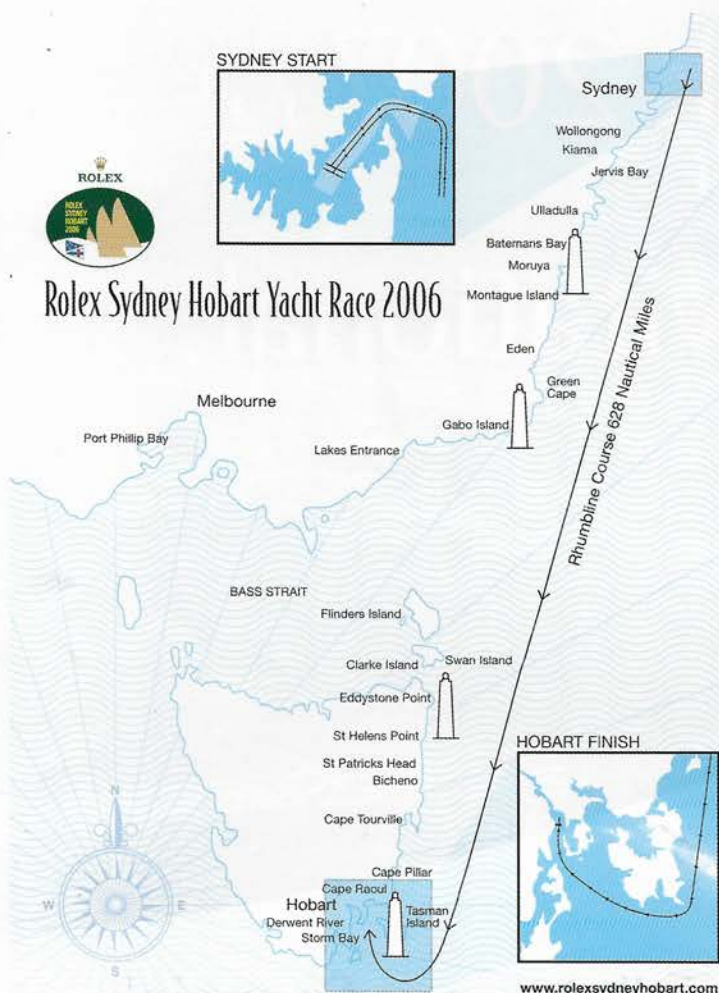
Aera's IRC handicap, as a 55-footer, was 1.326 giving her a corrected time of 04:02:52:09

Thus, *Aera* ended up winning the race Overall on IRC corrected time, with *Nicorette* missing out on a rare Line Honours and Handicap double by 4 hours 26 minutes and 48 seconds.

The 2006 Rolex Sydney Hobart Yacht Race also has a PHS (Performance Handicap System) category for crews that do not want to race under IRC. They are, however, not eligible to be Overall Winner, but boats in the PHS category are still eligible for Line Honours. ○



TRACKING THE FLEET



Rolex Sydney Hobart Yacht Race 2006

The dedicated official website for the Rolex Sydney Hobart Yacht Race 2006, www.rolexsydneyhobart.com, is the second most visited Australian sporting website during the Christmas-New Year holiday period.

For the 2006 Rolex Sydney Hobart Yacht Race, the same website, using Yacht Tracker and a unique tool to calculate predicted and actual results, will again lead the world in providing real time information on the progress of the fleet to the public, the media and to competitors at sea.

The Cruising Yacht Club of Australia and web developers Massive Interactive created www.rolexsydneyhobart.com as a combination of a media and public information website and a means of tracking the fleet throughout the 628 nautical mile race south.

The CYCA will again equip each boat in the fleet with an Inmarsat D+ transmitter, which will automatically update the yacht's latitude, longitude, course over ground and speed over ground – and transmit that information via satellite to an earth station.

From there, the data will be transferred to the website, which shows in text and graphics each yacht's position in the fleet, its place relative to other boats and known geographic features, and the speed currently being achieved through the water, as well as the direction in which the boat is sailing. Viewers have the option of viewing the yachts on a chart through Yacht Tracker, or alternatively against satellite pictures on Google Earth.

Website visitors will be able to look at the overall state of the fleet or zoom into a group of boats, as well as accessing the current status of an individual boat.

In addition to the constant real time position reports via Yacht Tracker, positions received from the fleet will immediately be converted by the site's highly sophisticated mathematics into a report on the website that shows each yacht's position in the fleet, distance to the finish line, as well as its progressive corrected time position under the IRC and PHS handicap categories.

Website visitors will thus be able to find the line honours and handicap position of each boat in the fleet, updated every ten minutes.

For the 2006 race, some developments of the technology will be introduced plus some innovative new viewing options. Overall, these will enhance the site for visitors and provide family and friends of competitors, and the broader yachting community, with more options for keeping up with what is happening on the race course.

The website www.rolexsydneyhobart.com already contains a wealth of current and archival information about the Rolex Sydney Hobart Yacht Race. During the race, regularly updated news releases, background

YACHT TRACKER, THE CYCA'S INNOVATIVE SATELLITE SYSTEM, WILL AGAIN PROVIDE REAL TIME POSITIONS OF THE FLEET ON THE AWARD-WINNING OFFICIAL WEBSITE FOR THE 2006 ROLEX SYDNEY HOBART YACHT RACE.

By Martin James*

**DEVELOPMENTS OF THE TECHNOLOGY
WILL BE INTRODUCED PLUS SOME
INNOVATIVE NEW VIEWING OPTIONS**

features, photographs and interviews, as well as weather forecasts will be added. As the yachts cross the line off Hobart's historic Battery Point, their finishing times and provisional corrected times and overall and division positions will be flashed onto the website.

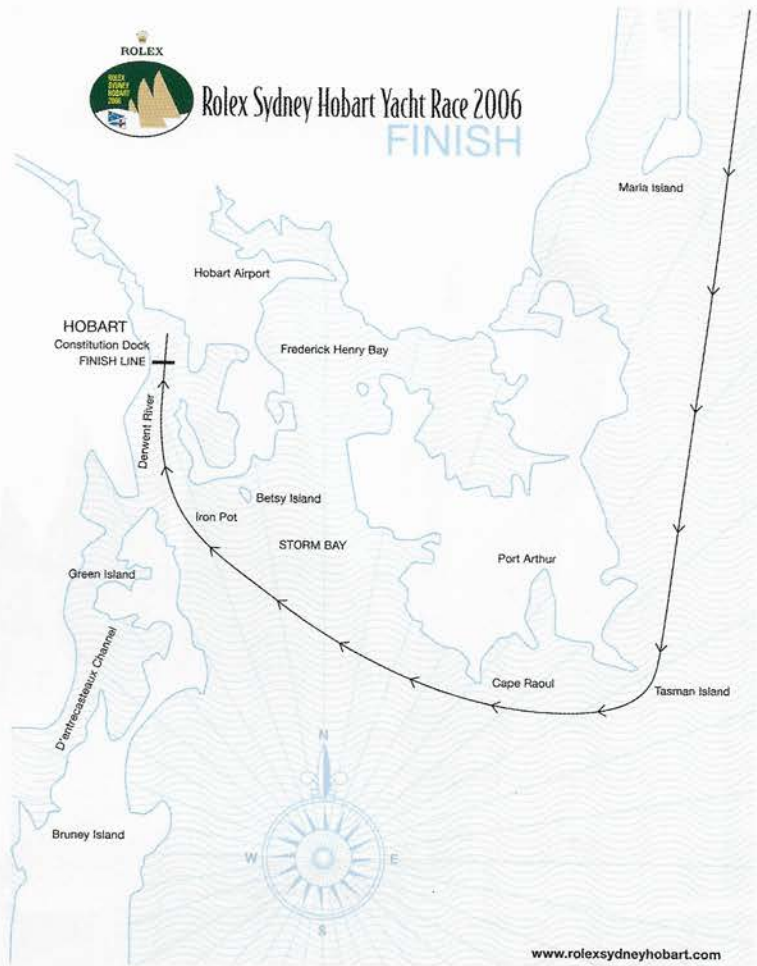
In the lead-up to the 62nd Rolex Sydney Hobart Yacht Race 2006, the official website includes the complete list of yachts entered, along with a photograph, a description of each boat, a rundown on the crew, and the boat's past racing record.

Archival data on www.rolexsydneyhobart.com includes the complete results of the past 61 races since the first in 1945, plus the weather they encountered; a summary of the line and overall handicap winners of those races; historical reports and statistical information; designers of those 61 Line and Overall winners; and profiles of some of the personalities who have sailed to Hobart over the years. ○

* *Martin James is the immediate Past Commodore of the CYCA.*

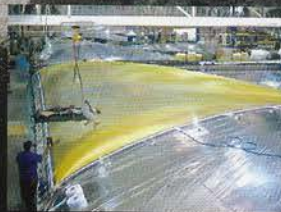


**Rolex Sydney Hobart Yacht Race 2006
FINISH**



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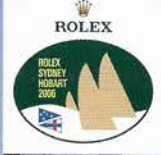
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ROLEX SYDNEY HOBART YACHT RACE STATISTICS – 1945-2005

NUMBER OF SYDNEY HOBART YACHT RACES: 61 annual races since 1945. (The 2006 race will be the 62nd)

TOTAL NUMBER OF STARTERS: 4,899 (4,008 have completed the race, 894 have retired 1945-2005).

ESTIMATED TOTAL CREW TO HAVE COMPETED:
About 43,756, 1945-2005.

AVERAGE SIZE OF FLEETS: 80.31 boats per race 1945-2005.

LARGEST FLEET: 371 starters in the 50th Race in 1994. (309 finished)

SMALLEST FLEET: Nine starters in the inaugural race in 1945.

LAST YEAR'S FLEET (2005): 85 starters, 80 finishers.

LEADING NUMBERS OF HOBART RACES SAILED BY YACHTS: *Mark Twain*, a Sparkman & Stephens 38, competed in 25 Sydney Hobarts, her last being in 2002. *Phillips Foote Witchdoctor*, a Davidson 42, reached 25 Hobarts in the 2005 race.

Bacardi, a Peterson 44, has sailed in 24 races, *Impeccable*, a Peterson 34, has sailed in 21, as has *Margaret Rintoul II* while *Polaris of Belmont*, a Cole 43, has sailed in 20.

YOUNGEST SKIPPERS: The youngest recorded skipper is Sean Kirkjian (17) who skippered his parents' yacht, *Lady Ann*, in the 1986 Race with his mother, Ann, as navigator. In 1976, *Ballyhoo* and *Apollo*, finished first and second across the line, *Ballyhoo* skippered by Jack Rooklyn and *Apollo* skippered by his son, Warwick, then aged 19. Greg Prescott was 18 when he skippered his father's yacht, *Hotspur*, in the 1980 Race. Liz Wardley, from Papua New Guinea, was 19 when she skippered her own yacht, *Dixie Chicken*, in the stormy 1998 Race,

OLDEST SKIPPER: Alby Burgin skippered his 52-footer, *Alstar*, in the 2000 Sydney Hobart Race at the age of 84. Alby has sailed in 31 Sydney Hobarts and won with *Rival* in 1961; he retired from offshore racing in 2001.

OLDEST SAILOR: Probably Alby Burgin or perhaps a Tasmanian in an early race.

YOUNGEST SAILORS: Quite a number of teenage boys and girls have sailed with their fathers (and mothers), including Tasmanian Ken Gourlay's 14-year-old son who sailed on *Kismet* in 1957. A 12-year-old lad sailed aboard *Aspect Computing* in the storm battered 1998 race. Since 1998, the CYCA has set an age limit of 18 for crew members in the Rolex Sydney Hobart Yacht Race.

FIRST AND 50TH RACES: Peter Luke and the late "Boy" Messenger sailed in the first and 50th races. Luke skippered his own yacht, *Wayfarer*, in the first Hobart, Messenger sailed aboard *Horizon*. Luke, who still owns *Wayfarer*, was Official Starter of the 2001 CYCA Sydney Hobart Yacht Race.

FIRST WOMEN TO COMPETE IN THE SYDNEY HOBART: Jane ("Jenny") Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 Race, as did Dagmar O'Brien with her husband, Dr Brian ("Mick") O'Brien aboard *Connella*. Unfortunately, *Connella* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish in the Sydney Hobart.

FIRST ALL-WOMEN CREW TO COMPETE IN THE SYDNEY HOBART: *Barbarian* (1975) skippered by Vicki Wilman.

LARGEST YACHT TO TAKE PART: *Marie-Cha III*, US (1999) – LOA: 146ft (44.5m). She was a demonstration entry only. Race rules now set an maximum upper limit of overall length of no more than 30m LOA and a lower limit of not less than 9m LOA, and a waterline length (LWL) of not less than 7.3m.

LARGEST OFFICIAL COMPETITORS: *Skandia*, (Australia) and *Zana*, (New Zealand), both 98ft (30m) LOA, finished first and second respectively for Line Honours in 2003. Both yachts competed again in 2004,

but did not finish. *Alfa Romeo/Shockwave*, (Australia/New Zealand) (2002) – LOA: 89ft (27.43m) won Line Honours. Four yachts of 30m LOA entered for the 2005 race, with *Wild Oats XI* taking line and overall IRC handicap honours and also setting a race record.

SMALLEST OFFICIAL COMPETITOR: *Klinger*, NSW (1978) – LOA: 27ft (8.23m). The minimum LOA for competing yachts is now 9.0m with a minimum LWL of 7.3m

LARGEST LINE HONOURS WINNERS: *Wild Oats XI*, Australia (2005) – LOA 30m (98ft); *Nicorette*, Australia (2004) – LOA: 89ft (27.38m); *Skandia*, (Australia) (2003) – LOA: 98ft (30m); *Alfa Romeo/Shockwave*, (Australia/New Zealand) (2002) – LOA: 89ft (27.43m). Previous biggest: *Endeavour*, (New Zealand) (1992) and again as *Tasmania*, Tasmania (1994) – LOA: 84.3ft (25.7m)

SMALLEST LINE HONOURS WINNER: *Nocturne*, NSW (1952) – LOA 35ft

LARGEST OVERALL HANDICAP WINNER: *Wild Oats XI* (2005) – LOA 30m (98ft).

SMALLEST OVERALL HANDICAP WINNER: *Screw Loose* (1979) – LOA 30ft (9.1m)

YACHTS TO WIN THE DOUBLE, LINE HONOURS AND HANDICAP: *Rani*, NSW (1945), *American Eagle*, US (1972), *Kialoa*, US (1977), *New Zealand*, New Zealand (1980), *Sovereign*, NSW (1987) and *Wild Oats XI*, NSW (2005).

CLOSEST FINISH FOR LINE HONOURS: 1982, *Condor* (UK) beat *Apollo* (NSW) across the line by seven seconds.

OLDEST YACHT TO RACE IN RECENT YEARS: *Southerly*, built in Tasmania in 1938, won the Over 30 Year Veterans Division in the 50th Race in 1994. She sailed in the 2000 race, aged 62, but retired before reaching Bass Strait.

OLDEST YACHTS TO COMPETE: According to CYCA Life Member and historian Alan Campbell, more than 30 yachts built before 1938 have competed in the Sydney Hobart, including Line Honours winners *Morna* (*Kurrewa IV*) and *Astor* which were built in the 1920s. He believes that *Alice*, which competed in the 1948 race, was built before 1908, although no records exist.

MOST SUCCESSFUL DESIGNER OF OVERALL WINNERS: Bruce Farr (New Zealand/US) – 15 Overall Winners and seven Line Honours winners.

These statistics have been compiled up to and including the 2005 Rolex Sydney Hobart Yacht Race, based on records available from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, yachting journalist Peter Campbell, CYCA Life Member and historian Alan Campbell and other sources. ○



RADIO RELAY VESSEL

SATELLITE AND INTERNET COMMUNICATIONS WILL BE THE MOST ADVANCED OF ANY OCEAN YACHT RACE OF ITS KIND FOR THIS YEAR'S ROLEX SYDNEY HOBART YACHT RACE, BUT THE RADIO RELAY VESSEL WILL STILL PLAY A KEY ROLE IN MAINTAINING DIRECT CONTACT WITH THE FLEET.

The ocean-going motor cruiser *JBW* will once again be the Radio Relay Vessel for the 2006 Rolex Sydney Hobart Yacht Race, with a highly experienced radio team and crew aboard the vessel for the voyage south.

JBW's owner John Winning, a successful businessman through the Winning Appliances whitegoods retail stores and a champion 18-foot skiff sailor, has been a most generous supporter of all levels of the sport of sailing, from dinghies to ocean racing over many years.

Winning, a veteran of six voyages to Hobart, five as a crew member of the maxi yachts *Apollo* and *Ballyhoo* and also the classic *Love & War*, will skipper *JBW*, a twin-screw displacement cruiser which he has made available to the Cruising Yacht Club of Australia.

Heading the CYCA radio team for the seventh time is David Kellett, a past Commodore of the CYCA and current ISAF Vice President, and veteran of 32 Hobarts, including a line/handicap win with *Sovereign* in 1987.

Other members of the CYCA Radio team are: Colin Tipney, 23 races (sixth time on radio team); Colin Wildman, 37 races (sixth time on radio team); and John Woodford, 22 races (second time on radio team).

JOHN WINNING HAS BEEN A MOST GENEROUS SUPPORTER OF ALL LEVELS OF SAILING OVER MANY YEARS

In addition to owner/skipper John Winning, the *JBW* crew will be: Andrew "Steak" Copley, Captain; Ian Perdriau; Mark Anderson, Peter Gardner and John Harris.

"The club is fortunate to have such a crew of very experienced and talented sailors ensuring the safety of the fleet," says CYCA Commodore Geoff Lavis. "They will maintain radio contact with the fleet at all times, conducting regular position reports (skeds) and also provide regular weather information to the competing yachts.

"Of added significance is the need for all yachts continuing on across Bass Strait to report in to the Radio Relay Vessel once in the vicinity of Green Cape."

Turning to the equipment, Icom has supplied an HF radio to the CYCA which has been installed in the *JBW* alongside the ship's radio which is also an Icom HF set.

IMPORTANT BOATING SAFETY MESSAGE

121.5 MHz distress beacons will no longer be detected by satellite after 1 February 2009.

BE SAFE, BE SURE.

Switch to a digital 406 MHz distress beacon before 1 July 2008.

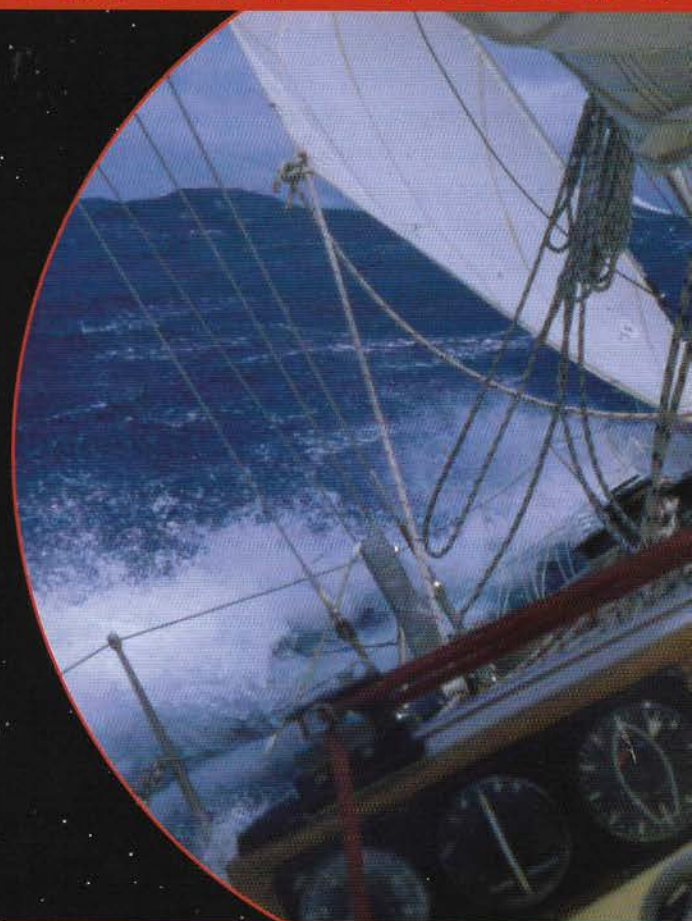
It is essential that 406 MHz beacons are registered with AMSA, registration is free.

For more information see

<http://beacons.amsa.gov.au> or phone 1800 406 406



Australian Government
Australian Maritime Safety Authority



SWITCH TO 406 WHEN THE BATTERY IN YOUR CURRENT BEACON EXPIRES



ROLEX SYDNEY HOBART YACHT RACE RESULTS 2005

IRC OVERALL

PL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	Wild Oats XI	A	1	01:18:40:10	1.779	03:03:54:32	Bob Oatley/Mark Richards, NSW
2	Alfa Romeo	A	2	01:19:56:31	1.746	03:04:43:21	Neville Crichton, NZL
3	Konica Minolta	A	4	02:01:26:41	1.648	03:09:29:06	Stewart Thwaites, NZL
4	Chieftain	B	11	02:15:18:10	1.308	03:10:48:00	Gerard O'Rourke, IRE
5	Skandia	A	3	02:00:25:57	1.722	03:11:24:03	Grant Wharington, Vic
6	Wedgetail	B	19	02:21:08:40	1.209	03:11:35:44	Bill Wild, Qld
7	Loki	B	6	02:11:59:36	1.396	03:11:45:02	Stephen Ainsworth, NSW
8	Hardys Secret Mens Business	B	14	02:17:57:22	1.27	03:11:45:51	Geoff Boettcher, SA
9	Quantum Racing	B	21	02:21:30:56	1.205	03:11:45:58	Ray Roberts, NSW
10	Wot's Next	D	23	02:22:48:38	1.184	03:11:50:23	Graeme Wood, NSW
11	Living Doll	B	12	02:17:01:33	1.3	03:12:32:01	Michael Hiatt, Vic
12	Yendys	B	13	02:17:29:29	1.302	03:13:16:11	Geoff Ross, NSW
13	Heaven Can Wait	B	15	02:17:58:13	1.293	03:13:17:58	Peter Hollis, Qld
14	Flirt	B	16	02:19:27:10	1.275	03:14:00:08	Chris Dare, Vic
15	Ragamuffin	B	20	02:21:21:56	1.255	03:15:03:14	Syd Fischer, NSW
16	Shogun	B	24	03:00:39:35	1.207	03:15:42:01	Rob Hanna, Vic
17	Cougar	D	32	03:07:55:20	1.098	03:15:45:17	Alan Whiteley, Vic
18	Pale Ale Ranger	B	18	02:21:01:53	1.279	03:16:17:28	Gary Shanks, SA
19	Dekadence	B	26	03:01:43:18	1.204	03:16:45:39	Philip Coombs, Vic
20	Goldfinger	B	17	02:19:41:01	1.316	03:17:04:18	Peter Blake & Kate Mitchell, Vic
21	AFR Midnight Rambler	D	28	03:04:29:42	1.166	03:17:11:35	Ed Psaltis & Bob Thomas, NSW
22	Ray White Koomooloo	E	60	03:22:52:32	0.941	03:17:16:40	Mike Freebairn, Qld
23	AAPT2	A	5	02:04:22:11	1.719	03:18:01:25	Sean Langman, NSW
24	Fuzzy Logic	D	31	03:07:53:05	1.127	03:18:01:48	Paul Roberts & Bill Lennon, Vic
25	Challenge	C/OD	33	03:09:23:56	1.112	03:18:30:56	Lou Abrahams, Vic
26	Coogans Stores	A	7	02:12:07:58	1.511	03:18:51:38	Duncan Hine, Tas
27	Chutzpah	C/OD	34	03:09:48:17	1.112	03:18:58:01	Bruce Taylor, Vic
28	Wild Rose	E	38	03:14:15:50	1.055	03:19:00:30	Roger Hickman, NSW
29	Hugo Boss	A	9	02:12:54:50	1.502	03:19:29:34	Alex Thomson, UK
30	Rush	B	27	03:02:48:37	1.223	03:19:29:35	John Paterson, Vic
31	Prime Time	D	37	03:12:23:00	1.111	03:21:45:00	David Mason, NSW
32	Tow Truck	D	41	03:14:39:42	1.086	03:22:06:52	Anthony Paterson, NSW
33	Toecutter	E	56	03:19:28:01	1.043	03:23:24:00	Robert Hick, Vic
34	Swish	C/OD	39	03:14:16:40	1.112	03:23:56:27	Steve Proud, NSW
35	Sweethart	D	45	03:15:44:57	1.096	04:00:10:23	Anthony Love, NSW

IRC OVERALL (cont)

36 Horwath BRI	C/OD	42	03:15:07:23	1.112	04:00:52:51	Tony Levett, NSW
37 Stormy Petrel	E	75	04:06:31:37	0.953	04:01:42:29	Kevin O'Shea, NSW
38 Dodo	D	43	03:15:10:32	1.121	04:01:43:26	Adrian Dunphy, NSW
39 Savcor	C/OD	46	03:16:05:17	1.112	04:01:57:14	Peter Westerlund, SWE
40 Game Set	D	57	03:19:38:19	1.07	04:02:03:12	Stephen Roach, NSW
41 Quest	B	35	03:09:49:32	1.199	04:02:06:32	Tony Nicholas, Tas
42 Prettty Fly II	D	40	03:14:23:52	1.136	04:02:08:52	Colin Woods, NSW
43 White Hot XSI	D	54	03:18:36:01	1.086	04:02:23:31	Warren Cottis, NSW
44 Zen	C/OD	47	03:16:39:39	1.112	04:02:35:27	Gordon Ketelbey, NSW
45 Chancellor	E	58	03:20:54:51	1.064	04:02:51:38	Ted Tooher, NSW
46 Impeccable	E	76	04:06:40:01	0.967	04:03:16:44	John Walker, NS
47 Hidden Agenda	C/OD	51	03:17:58:42	1.112	04:04:03:21	Ross Trembath, NSW
48 Addiction	D	48	03:16:51:59	1.131	04:04:30:28	Richard McGarvie/Peter Davidson, Vic
49 Team Lexus	C/OD	53	03:18:30:15	1.112	04:04:38:26	Frank Sticovich, NSW
50 Inner Circle	E	61	03:22:57:44	1.061	04:04:45:18	Michel Graham/Darren Cooney, NSW
51 Balance	D	62	04:00:04:48	1.076	04:07:22:55	Rolf Heidecker, WA
52 Toll Shipping Prion	D	63	04:00:10:36	1.075	04:07:23:24	Michael Dolphin, Vic
53 Farr South	S	70	04:05:31:20	1.031	04:08:40:10	Ian Hall, Tas
54 Renegade	E	71	04:05:34:28	1.037	04:09:19:58	Robert Francis, SA
55 Aurora	E	69	04:04:13:35	1.053	04:09:32:18	Jim Holley, NSW
56 Apollonius	D	64	04:01:11:18	1.091	04:10:01:57	Julian Robinson, Tas
57 Berrimilla	E	79	05:02:34:47	0.891	04:13:13:07	Alex Whitworth, NSW
58 Lucifarr	D	67	04:04:10:52	1.091	04:13:17:51	Mark Davies, NSW
59 Polaris of Belmont	E	78	05:01:08:30	0.977	04:22:21:19	Chris Dawe, NSW
60 Isabella	E	77	05:00:28:49	1.028	05:03:51:13	John Nolan, NSW

PHS OVERALL

YACHT	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1 Pekljus	29	03:06:06:34	1.1050	3:14:18:39	David Ferrall, NSW
2 Prowler	22	02:22:48:13	1.2422	03:15:57:08	Christian Jackson, Vic
3 ABN AMRO	10	02:13:14:00	1.4522	03:16:55:23	Andrew Short, NSW
4 Seriously Ten	8	02:12:33:10	1.478	03:17:29:49	John Woodruff, NSW
5 Kaz	25	03:01:11:14	1.243	03:18:58:18	David Pescud, NSW
6 Ocean Skins	30	03:06:48:47	1.155	03:19:01:45	Tony Fowler, Vic
7 Sea Quest	44	02:13:14:00	1.04	03:19:08:48	Geoff Smith, NSW
8 Torpan International	49	03:17:49:22	1.0164	03:19:17:45	Tony Williamson NSW
9 Namadgi	68	04:04:12:09	0.9307	03:21:15:30	Garth Brice, ACT
10 Fincorp More Witchcraft	36	03:11:03:18	1.1466	03:23:13:51	John Cameron, NSW
11 Jailhouse Grill	59	03:22:50:31	1.015	04:00:15:52	M Koppelman/J Van Zetton, Tas
12 She	74	04:06:31:18	0.9445	04:00:49:54	Peter Rodgers, NSW
13 Phillips Foote Witchdoctor	66	04:04:05:45	0.9713	04:01:13:23	Maurie Cameron, NSW
14 Diomedia	73	04:06:17:44	0.9606	04:02:15:54	David Mackay, NSW
15 Cadenza	50	03:17:54:15	1.0996	04:02:51:31	Gunnar Tuisk, NSW
16 Inon	52	03:18:05:42	1.109	04:03:52:46	Bruce Gray, NSW
17 Kioni	55	03:19:12:05	1.112	03:19:12:05	Andrew Lygo, NSW
18 Tilting at Windmills	65	04:04:04:14	1.0258	04:06:39:09	Thorry Gunnensen, Vic
19 Flying Fish BMS	72	04:04:04:14	1.0369	04:09:29:50	C Burgess/A Fairclough, NSW
20 Gillawa	80	07:10:23:57	0.82	06:02:17:14	Greg Dawes, ACT



HONOUR ROLL

OVERALL WINNER AND PLACINGS (IRC)

- 1 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW)
- 2 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS, NZL)
- 3 Konica Minolta, Bakewell-White 98 (Stewart Thwaites, RPNYC, NZL)

IRC A

- 1 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW)
- 2 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS, NZL)
- 3 Konica Minolta, Bakewell-White 98 (Stewart Thwaites, RPNYC, NZL)

IRC B

- 1 Chieftain, Cookson 50 (Gerard O'Rourke, WYC, IRE)
- 2 Wedgetail, Wellbourn 40 (Bill Wild, RQYS, Qld)
- 3 Loki, Reichel/Pugh 60 (Stephen Ainsworth, CYCA, NSW)

IRC C and Sydney 38 OD Division:

- 1 Challenge, Sydney 38 (Lou Abrahams, SYC, Vic)
- 2 Chutzpah, Sydney 38 (Bruce Taylor, RYCV, Vic)
- 3 Swish, Sydney 38 (Steven Proud, CYCA, NSW)

IRC D

- 1 Wot's Next, Sydney 47CR (Graemé Wood, CYCA, NSW)
- 2 Cougar, Beneteau 44.7 (Alan Whiteley, SYC, Vic)
- 3 AFR Midnight Rambler, Farr 40 (Ed Psaltis & Bob Thomas, CYCA, NSW)

IRC E

- 1 Ray White Koomooloo, Kaufman 41 (Mike Freebairn, RQYS, Qld)
- 2 Wild Rose, Farr 43 (Roger Hickman, CYCA, NSW)
- 3 Toecutter, Hick 31 (Robert Hick, RYCV, Vic)

PHS

- 1 Pekljus, Radford 50 (David Ferrall, RPAYC, NSW)
- 2 Prowler, Elliott 47 (Christian Jackson, CYCA, NSW)
- 3 ABN AMRO, Volvo 60 (Andrew Short, CYCA, NSW)

Line Honours (JH Illingworth Trophy):

- 1 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW) – 1 day 18 hours 40 minutes 10 seconds (race record)
- 2 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS, NZL) – 1:19:56:31
- 3 Skandia, Jones 98 (Grant Wharington, MYC, Vic) – 2:01:26:41

Yacht Clubs:

RPAYC (Royal Prince Alfred Yacht Club), RNYS (Royal New Zealand Yacht Squadron, RPNYC (Royal Port Nicholson Yacht Club), RYCV (Royal Yacht Club of Victoria), RQYS (Royal Queensland Yacht Squadron); CYCA (Cruising Yacht Club of Australia), MYC (Morningside Yacht Club), SYC (Sandringham Yacht Club), WYC (Western Yacht Club).

SYDNEY 38 DIVISION

PL	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	Challenge	03:09:23:56	Lou Abrahams, Vic
2	Chutzpah	03:09:48:17	Bruce Taylor, Vic
3	Swish	03:14:16:40	Steven Proud, NSW
4	Horwath BRI	03:15:07:23	Tony Levett, NSW
5	Savcor	03:16:05:17	Peter Westerlund, SWE
6	Zen	03:16:39:39	Gordon Ketelbey, NSW
7	Hidden Agenda	03:17:58:42	Ross Trembath, NSW



Matteo Mazzanti of Rolex, Hobart Mayor Rob Valentine, CYCA Commodore Geoff Lavis, Governor of Tasmania William Cox and RYCT Commodore Marion Cooper with the silverware

TROPHY WINNERS

Tattersalls Cup, RORC Plaque, Government of Tasmania Trophy (First Boat on IRC Overall)
Wild Oats XI (Bob Oatley/Mark Richards, NSW)
JH Illingworth Trophy (first boat to finish)
Wild Oats XI (Bob Oatley/Mark Richards, NSW)

Jack Rooklyn Memorial Trophy (First boat out of Sydney Harbour)
Wild Oats XI (Bob Oatley/Mark Richards, NSW)

F & J Livingstone Trophy (First boat south of Tasman Island)
Wild Oats XI (Bob Oatley)

Polish Trophy (For boat travelling from the furthest port to compete)
Berrimilla (Alex Whitworth, NSW)

City of Hobart Trophy (Navigator of first Tasmanian yacht)
Jeff Cordell, Tas

Port of Hobart Trophy (First Tasmanian yacht, IRC)
Coogans Stores (Duncan Hine)

Battery Point Trophy (First small boat to finish)
Tow Truck (Anthony Paterson, NSW)

One Ton Cup (Re-dedicated to Sydney 38 One Design division)
Challenge (Lou Abrahams, Vic)

Bill Owen Memorial Trophy (Navigator of winning boat, IRC)
Adrienne Cahalan, NSW, and David Dickson, NSW (Wild Oats XI)

Alan Payne Memorial Trophy (Designer of winning boat, IRC)
John Reichel/Tom Pugh (Reichel/Pugh), USA

Apollo Trophy (First boat Under 18.5m LOA to finish)
Loki (Stephen Ainsworth, NSW)

Tasmanian Government 25 Race Medallions

Tony Header (Coogans Stores), Hugh O'Neill (Flying Fish BMS), Ed Psaltis (AFR Midnight Rambler), Bruce Taylor (Chutzpah),

Tasmanian Government 40 Race Medallions

(in order of reaching 40 Sydney Hobart races) Richard Hammond, NSW (40), John Bennetto (deceased), Tas (44), Lou Abrahams, Vic (43), Tony Cable, NSW (42), Bernard Case, Vic (40).

RETIRED BOATS: Icefire, Conergy, Nevenka, Sirromet Life Style Wine, Star Dean Wilcocks



ROLEX SYDNEY YACHT RACE

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time
1945	RANI, Capt John Illingworth, UK	A.C. Barber, NSW	9	*RANI, Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	CHRISTINA, J.R. Bull, NSW	Lars Halvorsen, NSW	19	*MORNA, Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	WESTWARD, G.D. Gibson, TAS	Jock Muir, TAS	28	MORNA, Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	WESTWARD, G.D. Gibson, TAS	Jock Muir, TAS	18	*MORNA, Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	TRADEWINDS, Merv Davey, NSW	Mervyn Davey, NSW	15	WALTZING MALTILDA, Phil Davernport, NSW	Jock Muir, TAS	5:10:33:10
1950	NERIDA, Colin Haselgrove, SA	Alfred Mylne, Scotland	16	MARGARET RINTOUL, A.W. Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	STRUEN MARIE, Tom Williamson, NSW	Robert Clark, UK	14	*MARGARET RINTOUL, A.W. Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	INGRID, J.S. Taylor, SA	Bill Atkin, USA	17	NOCTURNE, J.R. Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	RIPPLE, Ron Hobson, NSW	A.C. Barber, NSW	24	SOLVEIG, Trygve & Magnus Halvorsen, NSW	T & M Halvorsen, NSW	4:02:29:01
1954	SOLVEIG, Trygve & Magnus Halvorsen, NSW	T & M Halvorsen, NSW	17	KURREWA IV, F. & J. Livingstone, NSW/VIC	William Fife, UK	5:06:09:47
1955	Moonbi, H.S. Evans, NSW	John Alden, USA	17	EVEN, F. J. Palmer, NSW	J. Laurent Giles, UK	4:18:13:14
1956	SOLO, Vic Meyer, NSW	Alan Payne, NSW	28	KURREWA IV, F. & J. Livingstone, NSW/VIC	William Fife, UK	4:04:31:44
1957	ANITRA V, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	*KURREWA IV, F. & J. Livingstone, NSW/VIC	William Fife, UK	3:18:30:39
1958	SIANDRA, Graham Newland, NSW	Arthur Robb, England	22	SOLO, Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	CHERANA, Russ Williams, NSW	Alan Payne, NSW	30	SOLO, Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	SIANDRA, Graham Newland, NSW	Arthur Robb, England	32	KURREWA IV, F. & J. Livingstone, NSW/VIC	William Fife, UK	4:08:11:15
1961	RIVAL, Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	ASTOR, Peter Warner	William Fife, UK	4:04:42:11
1962	SOLO, Vic Meyer, NSW	Alan Payne, NSW	42	*ONDINE, S.A. ("Huey") Long, USA	Bill Tripp, USA	3:03:49:16
1963	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	ASTOR, Peter Warner	William Fife, UK	4:10:53:00
1964	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	ASTOR, Peter Warner	William Fife, UK	3:20:05:05
1965	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	STORMVOGEL, C. Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	CADENCE, H.S. Mason, NSW	W.Ward/R.Swanson, NSW	46	FIDELIS, J.V. Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	RAINBOW II, Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	PEN DUICK III, Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	KOOMOOLOO, Denis O'Neil, NSW	Ted Kaufman, NSW	67	ONDINE II, S.A. ("Huey") Long, USA	Bill Tripp, USA	4:03:20:02
1969	MORNING CLOUD, Edward Heath, UK	Sparkman & Stephens, USA	79	CRUSADE, Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	PACHA, Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	BUCCANEER, Tom Clark, NZ	John Spencer, NZ	3:14:06:12
1971	PATHFINDER, Brin Wilson, NZ	Sparkman & Stephens, USA	79	KIALOA II, Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	79	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	CEIL III, Bill Turnbull, Hong Kong	Bob Miller, NSW	92	*HELSEAL, Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	63	ONDINE III, S.A. ("Huey") Long, USA	Britton Chance, USA	3:13:51:56
1975	RAMPAGE, Peter Packer, WA	Bob Miller, NSW	102	*KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	PICCOLO, John Pickles, NSW	Bruce Farr, NZ	85	BALLYHOO, Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26
1977	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	131	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	97	APOLLO, Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	SCREW LOOSE, Bob Cumming, TAS	Ron Holland, NZ/Ireland	147	BUMBLEBEE 4, John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	NEW ZEALAND, NZ Round the World Cmtee	Bruce Farr, NZ	102	NEW ZEALAND, NZ Round the World Cmtee	Bruce Farr, NZ/USA	2:18:45:41
1981	ZEUS II, Jim Dunstan, NSW	Peter Joubert, VIC	159	VENGEANCE, Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	SCALLYWAG, Ray Johnston	Bruce Farr, NZ	119	CONDOR OF BERMUDA, Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	CHALLENGE, Lou Abrahams, VIC	Sparkman & Stephens, USA	173	CONDOR, Bob Bell, Bermuda	Ron Holland, NZ	3:00:50:29
1984	INDIAN PACIFIC, John Eyles/Gunter Heuchmer, NSW	Bruce Farr, NZ	152	NEW ZEALAND, NZ Round the World Cmtee	Ron Holland, NZ	3:11:31:21
1985	*SAGACIOUS, Gary Appleby, NSW	Bruce Farr, NZ	178	APOLLO, Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	EX TENSION, Tony Dunn, NSW	Laurie Davidson, NZ	123	CONDOR II, Bob Bell, Bermuda	Ron Holland, NZ	2:23:26:25

NEY HOBART CE WINNERS

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time
1987	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	154	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	2:21:58
1988	ILLUSION, Gino Knezic, VIC	Laurie Davidson, NZ	119	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	3:15:29
1989	ULTIMATE CHALLENGE, Lou Abrahams, VIC	Ed Dubois, England	126	DRUMBEAT, Alan Bond, WA	David Pedrick, USA	3:06:21
1990	SAGACIOUS V, Gary Appleby, NSW	Bruce Farr, NZ	105	RAGAMUFFIN, Syd Fischer, NSW **	German Frers, Argentina	2:21:05
1991	IOR: ATARA, Harold Cudmore/John Storey, Ireland	Bruce Farr, NZ	99	BRINDABELLA, George Snow, ACT	Bruce Farr, NZ/USA	3:01:14
	IMS: SHE'S APPLES, David Strong, NSW	John King, NSW				
1992	IOR: RAGAMUFFIN, Syd Fischer, NSW	Bruce Farr, NZ	110	NZ ENDEAVOUR, Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19
	IMS: ASSASSIN, John Crawford, NSW	Bruce Farr, NZ				
1993	IOR: WILD OATS, Roger Hickman/Bruce Foye, NSW	Bruce Farr, NZ	104	NINETY SEVEN, Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54
	IMS: CUCKOOS NEST, Nigel Holman, NSW	David Lyons, NSW				
1994	RAPTOR, A.Eichenauer, Germany	Iain Murray, NSW	371	TASMANIA, Robert Clifford, TAS	Bruce Farr, NZ/USA	2:16:48
1995	TERRA FIRMA, Scott Carlile/Dean Wilson, VIC	Iain Murray, NSW	98	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53
1996	AUSMAID, Georgio Gjergja, VIC	Bruce Farr, NZ/USA	95	*MORNING GLORY, Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07
1997	BEAU GESTE, Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	BRINDABELLA, George Snow, ACT	Scott Jutson, Australia	2:23:37
1998	AFR MIDNIGHT RAMBLER, Ed Psaltis/Bob Thomas, NSW	Robert Hick, VIC	115	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03
1999	YENDYS, Geoff Ross, NSW	Bruce Farr, NZ/USA	79	*NOKIA, Stefan Myralf/Michael Spies, Denmark	Philippe Briand, France	1:19:48
2000	SAP AUSMAID, Kevan Pearce, SA	Bruce Farr, NZ/USA	82	NICORETTE, Ludde Ingval, Sweden	Simonis/Voogd, SA/NED	2:14:02
2001	BUMBLEBEE 5, John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	ASSA ABLOY, Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46
2002	QUEST, Bob Steel, NSW	Nelson/Marek, USA	57	ALFA ROMEO, Neville Crichton, NZ/AUS	Reichel/Pugh, USA	2:04:58
2003	FIRST NATIONAL REAL ESTATE Michael Spies/Peter Johnston, NSW	Farr/Beneteau, France	56	SKANDIA, Grant Wharington, VIC	Don Jones, VIC	2:15:14
2004	AERA, Nicholas Lykiardopulo, UK	Jason Ker, UK	116	NICORETTE, Ludde Ingval, NSW	Simonis/Voogd, SA/NED	2:16:00
2005	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40

** NEW RACE RECORD

The rules did not provide for a first place following the penalising of *Drake's Prayer* which had provisionally been first prior to a protest. Nor did it allow for lower placed yachts to move up a place when other yachts were penalised. Because there was no 1st place, *Sagacious* officially was recorded as second but as the Overall Winner.

TATTERSALLS CUP:

For 1991, 1992 & 1993 races, the winners of the IOR and IMS categories were both declared Overall winners during the transition from IOR to IMS. However, the Tattersalls Cup was awarded only to the Overall IOR winner during this period. Since 1994 there has been only one Overall winner, from 1994 to 2003 being decided using IMS, but from 2004 onwards the Overall winner of the Tattersalls Cup has been decided using IRC, with IMS dropped altogether as a handicap system.

SPECIAL NOTE: The following yachts were faster than the Line Honours boat but for various reasons were not counted:

1983: NIRVANA, Marvin Green, USA (designer David Pedrick, USA) 03:00:48:13.

Disqualified for failing to give Condor enough shore room during a gybing duel up the Derwent River to the finish.

1990: ROTHMANS, Lawrie Smith (designer Rob Humphreys, UK) 02:19:07:02.

Disqualified from receiving Line Honours award and penalised 10 per cent of Overall corrected time placings for breaching Rule 26 (advertising).

1999: MARI CHA III, Robert Miller, USA (designer Philippe Briand, France) 01:18:27:10.

Too big to qualify as fleet entrant, but allowed to sail as a Demonstration Yacht. Not part of the Race fleet.



HOBART VETERANS HONOURED

ROLEX SYDNEY HOBART YACHT RACE VETERANS WERE HONOURED AT A SPECIAL FUNCTION AT THE CRUISING YACHT CLUB OF AUSTRALIA.

By Di Pearson

Sydney sailors Ed Psaltis, Hugh O'Neill and Tony Header and Victorian sailor Bruce Taylor joined 67 other yachting greats when they were inducted into the Cruising Yacht Club of Australia's 25 Sydney Hobarts Hall of Fame at the Club as part of the Quiet Little Drink (QLD) fundraiser.

Bernie Case was also honoured on the night having completed his 40th Hobart race. In 1962, the Victorian contested his first race to Hobart aboard Bill Wakefield's *Lantarni*. "Bill was 70 when he built it. He was from the old school of seamanship," Case remembers. "It was blowing a fresh northerly in Bass Strait. We took down the main and sailed under twin headsails. We got the prize for the least damage."

Case best remembers 1963 aboard Stan Gibson's *Four Winds II*. "The deck was steel, not wood, so Stan removed lead from the keel to compensate. We were south of Gabo Island and it blew 70 knots, so we sailed under staysail only.

"During 12 days we capsized seven times, but didn't completely roll the boat - we ran under warps for 48 hours. A 16-year-old Navy midshipman, Chris Oxenbould, had to take the staysail down and pull the warps up - not easy."

Oxenbould was later to become a Rear Admiral and was Chairman of the Rolex Sydney Hobart Race Committee in 2001 and 2002.

Case's biggest success came with a 1986 line honours victory on Bob Bell's famous maxi *Condor*. The helmsman/tactician has also represented Australia at the America's Cup, seven successive Admirals Cups, in seven Clipper/Kenwood Cups and eight Fastnet Races.

Ed Psaltis sailed his first three Hobart's aboard his father and former CYCA Commodore Bill's yacht *Meltemi* starting 1979. "Dad was tough, but the best thing he taught me was good seamanship," Psaltis said.

That seamanship helped Psaltis not only finish, but win the disastrous 1998 race aboard his own yacht, *Midnight Rambler*. He had purchased the Hick 35 from fellow inductee Bruce Taylor.

Psaltis' other standout was aboard his Half-Tonner *Nuzulu* in 1994. "We rolled 140 degrees, but continued to Hobart under No.4 jury rig. It took a lot of perseverance."



Tony Header, Hugh O'Neill, Bernie Case, Ed Psaltis

Fifteen of Ed's Hobart's have been contested aboard his own yachts, and he and co-owner Bob Thomas, have entered their Farr 40 *AFR Midnight Rambler* this year.

Both Hugh O'Neill and his S&S 39 *Mark Twain* have reached the 25 Hobart milestone, but his first Hobart was aboard *Rebecca* in 1981.

"I've enjoyed my 25 - I've had great fun and great company," says O'Neill who has sold *Mark Twain* and does not plan on going south this year.

From 1986 onwards, Bruce Taylor sailed 20 of his races aboard various boats called *Chutzpah*. His first, though, was aboard *Sunburst* in 1980. With six divisional wins over the years, he is still chasing that elusive overall victory.

A big Rolex Sydney Hobart Yacht Race supporter, Taylor says: "My crew maintain I would not have racked up so many had I not owned my own yachts."

Planning to enter his Sydney 38 *Chutzpah* this year, the surgeon cites 1983 as his standout. "We only needed to average three knots to win, but it turned into a "run chaser" (as in cricket). *Sovereign* won the double and we missed out!"

A renowned all-round sailor, Tony Header says: "My love of sailing came from Dad." He can count three Sydney Hobart line honours victories in his tally; 1985 aboard Jack Rooklyn's *Apollo* and 1991 and 1997 aboard George Snow's two boats called *Brindabella*. His debut race was in 1975 aboard *Geronimo*.

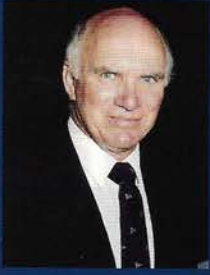
The qualified shipwright and naval architect from Sydney says: "I've done my last 15 with George and I think the race is a fantastic institution." Keeping a promise to his wife, Header will stay ashore this year.

QLD founders Tony Cable and John Dawson hosted the night. The two started the QLD in 1969 at the Shipwrights Arms in Hobart with 200 beers the first order.

Dawson paid tribute to sailors who died during the past year; John Bennetto, David Gough, Geoff Hammond, Gordon Reynolds and Stuart Primrose.

Cable thanked the CYCA's Breakfast Club for again providing dinner, the Associates Committee for their continuing help and those present for donations that have helped raise funds for the Club's Youth Academy. ○

HOBART HEROES



The following are the 72 yachtsmen who have competed in 25 or more Rolex Sydney Hobart Yacht Races up to and including the 61st annual race in 2005, according to the Quiet Little Drink statisticians. Of the current total, 35 have sailed on an Overall Winner, a total of 64 winners between them.

- John "the Fish" Bennetto (Tas) (deceased) – 44 races 1947 to 2004 (1 win)
- Lou Abrahams (Vic) – 43 since 1963 (2 wins)
- Tony Cable (NSW) – 42 since 1961 (1 win)
- Richard "Sightie" Hammond (NSW) – 40 since 1953 (2 wins)
- Bernie Case (Vic) – 40 since 1962
- Bill Ratcliff (NSW) – 39 since 1955
- Tony Ellis (NSW) – 39 since 1963 (1 win)
- Syd Fischer (NSW) – 37 since 1962 (1 win)
- Colin Wildman (NSW) – 37 since 1963 (1 win)
- Peter Green (NSW) (deceased) – 35 races, 1947-1989 (1 win)
- Richard Norman (NSW) – 35 since 1955 (2 wins)
- Bruce Gould (NSW) – 35 since 1963 (2 wins)
- Don Mickleborough (NSW) – 34 since 1958
- Colin Betts (NSW) – 34 since 1955 (3 wins)
- Lindsay May (NSW) – 33 since 1973 (2 wins)
- Don Lang (Vic) – 32 since 1953 (1 win)
- Alby Burgin (NSW) – 32 since 1951 (1 win)
- David Kellett (NSW) – 32 since 1968 (1 win)
- Fraser Johnston (NSW) – 31 since 1963 (2 wins)
- Max Crafoord (NSW) – 30 since 1953
- Albert Mitchell (NSW) – 30 since 1954 (2 wins)
- Peter Kurts (NSW) (deceased) – 30 races 1954-2003 (2 wins)
- Magnus Halvorsen (NSW) – 30 since 1946 (5 wins)
- Roger Howlett (Tas) – 30 since 1969
- Lester Nibbs (Tas) – 30 since 1960
- Rod Jackman (Tas) – 30 since 1971
- Maurice Cameron (NSW) – 30 since 1974
- Bruce Jackson (NSW) – 29 since 1952
- David Lawson (NSW) – 29 since 1961
- John Solomon (Tas) – 29 since 1967
- Peter Duffield (NSW) – 29 since 1968
- Geoff Rouvray (NSW) – 29 since 1967
- Michael Spies (NSW) – 29 since 1976 (1 win)
- Peter Shipway (NSW) – 28 since 1968 (2 wins)
- George "Hagar" Barter (NSW) – 28 since 1974
- TWT (Bill) Thompson (NSW) (deceased) – 28 races, 1956-1988
- Roger Hickman (NSW) – 28 since 1974 (2 wins)
- Colin Anderson (Vic) – 28 since 1973 (2 wins)
- Josko Grubic (SA) – 27 since 1966.
- Stan Darling (NSW) (deceased) – 27 races 1947-2002 (5 wins)
- Des O'Connell (NSW) – 27 since 1947

- Rolfe Mische (NSW) – 27 since 1963
- Richard Bearman (NSW) – 27 since 1969
- Peter Joubert (Vic) – 27 since 1968
- John Mooney (Vic) – 27 since 1969
- Simon Firth (Tas) – 27 since 1973
- Graeme Freeman (Tas/NSW) – 27 since 1970
- Lew Carter (NSW) – 27 since 1973
- Hugh Treharne (NSW) – 27 since 1968 (2 wins)
- Ian Potter (NSW) – 27 since 1976
- Phil Eadie (NSW) – 27 since 1972 (2 wins)
- Kim Jaggar (NSW) – 27 since 1977
- Robbie Burns (NSW) – 27 since 1975 (1 win)
- Alan Butler (Vic) – 26 since 1946 (3 wins)
- Russell Evans (Vic) (deceased) – 26 races 1968-1985
- Warren Anderson (NSW) – 26 since 1970
- John Harris (NSW) – 26 since 1971 (2 wins)
- Jim Dunstan (NSW) – 26 since 1973 (1 win)
- Mike Green (NSW) – 26 since 1978 (1 win)
- Bill Watson (NSW) – 26 since 1973
- Graeme Fraser (NSW) – 26 since 1973
- Ralph Carlier (NSW) – 26 since 1973
- Mike Hesse (NSW) – 25 since 1964 (2 wins)
- Toby Richardson (Tas) – 25 since 1973 (2 wins)
- Ian Treharne (NSW) – 25 since 1968
- Bob Fraser (NSW) – 25 since 1973
- Tony Poole (NSW) – 25 since 1977
- Jacko Goluzd (NSW) – 25 since 1978 (2 wins)
- Tony Hearder (NSW) – 25 since 1975
- Ed Psaltis (NSW) – 25 since 1979 (1 win)
- Bruce Taylor (Vic) – 25 since 1980
- Hugh O'Neill (NSW) – 25 since 1981

LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Sydney to Hobart since the very early days of the bluewater classic, but none has sailed in 25 races. Ten women have, however, sailed ten or more races.

- Adrienne Cahalan (NSW) – 15
- Jan Howard (NSW) – 14
- Amanda Wilmot (NSW) – 12
- Audrey Brown (NSW) – 12
- Vanessa Dudley (NSW) – 12
- Gail Hyland (NSW) – 13
- Sally Gordon (NSW) – 12
- Felicity Nelson (NSW) – 12
- Kerry Goudge (NSW) – 10
- Lea Myer (NSW) – 10



2006 ROLEX SYDNEY YACHT RACE

SailNo	Name	Owner/Skipper	State	Div	Design	LOA (m)	LOA	
1	NED 1	ABN AMRO	Mike Sanderson	NED	IRC	Volvo 70	21.5	70
2	5612	Abracadabra	James Murchison	NSW	PHS	Tripp 47	14.33	47
3	7802T	Adventure	British Army Royal Signals A Corp	UK	IRC	Challenge 67	20.42	67
4	8338	AFR Midnight Rambler	Ed Psaltis and Bob Thomas	NSW	IRC	Farr 40	12.41	40
5	7447	Alacrity	Matthew Percy	QLD	IRC	Beneteau 44.7	13.35	44
6	SM2004	Another Challenge	Chris Lewin	VIC	IRC/OD	Sydney 38	11.78	38
7	Q999	Another Fiasco	Damian Suckling	QLD	PHS	Jutson 43	12.88	43
8	TBA	Arctos	Flying Fish Pty Ltd	NSW	PHS	Radford 16.4	16.36	54
9	CR1000	Ausmaid	Trevor Taylor	WA	IRC	Farr 47	14.47	47
10	SM377	Bacardi	Graeme Ainley & John Williams	VIC	IRC	Peterson 44	13.34	44
11	371	Berrimilla	Alex Whitworth	NSW	IRC	Brolga 33	10.1	33
12	TBA	Broomstick	Michael Cranitch	NSW	TBA	TBA	TBA	TBA
13	A5	BSG 'On Tap'	Marc Stuart	QLD	IRC	Duncanson 34	10.26	34
14	GBR24R	Capriccio of Rhu	Michele Colenso	UK	Cruising	Oyster 55	17	55
15	SM2	Challenge	Lou Abrahams	VIC	IRC/OD	Sydney 38	11.78	38
16	7407	Chancellor	Ted Toohar	NSW	IRC	Beneteau First 40.7	11.99	40
17	R33	Chutzpah	Bruce Taylor	VIC	IRC/OD	Sydney 38	11.78	40
18	L77	Creative Intension	David Rees	TAS	IRC	MBD 36	11	38
19	GER 4014	DHL	Kookaburra Challenge P/L	NSW	PHS	Volvo 60	19.44	60
20	TBA	Dodo	Adrian Dunphy	NSW	TBA	TBA	TBA	TBA
21	3433	Dreamtime	Paul Spira	NSW	PHS	Holland 44	13.41	44
22	ITA 2945	DSK Comifin	Danilo Salsi	ITA	IRC	Swan 45	13.8	45
23	7555	Endorfin	Peter Mooney	NSW	IRC	Sydney 47	14.33	47
24	45	Fidelis	Nigel Stoke	NSW	PHS	Knud Reimers 61	18.6	61
25	8402	Fincorp More Witchcraft	John Cameron	NSW	PHS	Dibley 46	13.045	46
26	SM4321R	Flirt	Chris Dare	VIC	IRC	Corby 49	14.93	49
27	370	Fruit	Mark Ballard	TAS	IRC	Don Jones 39 MOD	11.96	39
28	NOR 2	Getaway-Sailing.com	Getaway Sailing	NSW	PHS	Volvo 60	19.46	64
29	C2	Gillawa	David Kent	ACT	PHS	Salthouse	9.75	32
30	8880	Goldfinger	Peter Blake/ Kate Mitchell	VIC	IRC	Farr 52	15.79	52
31	B60	Gusto 1	Brian Pattinson	VIC	PHS	Open 60	18.25	60
32	YC3300	Hardys Secret Mens Business	Geoff Boettcher	SA	IRC	Reichel Pugh 46	14.21	46
33	262	Helsal IV	Dr Tony Fisher	TAS	Cruising	Dynamique 62	18.65	61
34	MH60	Horwath BRI	Tony Levett	NSW	IRC/OD	Sydney 38	11.78	38
35	AUS 03	Ichi Ban	Matt Allen	NSW	IRC	Volvo 70	21.5	70
36	MH 106	Impeccable	John Walker	NSW	IRC	Peterson 33	10.23	33
37	M762	Inner Circle	Michael Graham	NSW	-	Farr 40 IOR	12.24	40
38	SM5985	INSX	Robert Sill	VIC	-	NSX 38	11.63	38
39	GBR 4519 L	Jazz	Chris Bull	NSW	IRC	J145	14.64	58
40	B7101	Joint Venture	Alexandra McKinnon	VIC	IRC	Dubois 40	12.13	40
41	5139	Katinka	Paul & Ellen O'Connell	NSW	-	Cole 34	10.47	34
42	74373	Kinetic	David Sutcliffe	CAN	IRC	Beneteau First 47.7	14.51	47
43	6146	Kioni	John Liddell	UK	IRC	Beneteau 47.7	14.51	47

DNEY HOBART - THE FLEET

SailNo	Name	Owner	State	Div	Design	LOA (m)	LOA
44 HY1407	Knee Deep	Philip Childs	WA	IRC	Beneteau 40.7	11.92	40
45 R41	Laurelle	Ray Borrett	VIC	IRC	Farr 42	12.75	42
46 R50	Living Doll	Michael Hiatt	VIC	IRC	Cookson 50	15.24	50
47 60000	Loki	Stephen Ainsworth	NSW	IRC	Reichel Pugh 60	18.29	60
48 294	Love & War	Simon Kurts	NSW	IRC	S & S 47	14.2	47
49 SM616	Magic	Philip Spry-Bailey	VIC	PHS	S & S 39	11.76	39
50 A49	Maluka	Sean Langman	NSW	PHS	Gaff	9.01	30
51 NZL99999	Maximus	EBS Yachting	NZ	IRC	Maxi 30m	30	98
52 8447	Mr Beaks Ribs	David Beak	NSW	IRC	Beneteau 44.7	13.68	40
53 6522	Mr Kite	Andrew Buckland and Andrew Hunn	NSW	IRC	Mr Kite 40	12.19	40
54 MH442	National Credit Insurance - Toy Box	Ian Box	NSW	IRC	X442	13.5	44
55 B45	Nautilus Marine Rush	Ian & John Paterson	VIC	IRC	Corel 45	13.8	45
56 6081	Global Yacht Racing Next	Shane Kearns	NSW	??	Sydney 38	11.78	38
57 5995	Nips N Tux	Howard De Torres	NSW	IRC	IMX 40	12	40
58 G147	Ocean Skins	Tony Fowler	VIC	PHS	Inglis 47	14.3	47
59 1407	Pelagic Magic	Ross McDonald	NSW	IRC	Beneteau 40.7	11.92	40
60 2557	Phillips Foote Witchdoctor	The Rum Consortium	NSW	PHS	Davidson 42	12.71	42
61 MH 7	Pla Loma IV	Rob Reynolds	NSW	IRC	DK 43	13.02	43
62 5527	Polaris of Belmont	Chris Dawe	NSW	IRC	Cole 43	13.2	43
63 R63	Prion	Michael Dolphin	VIC	IRC	Modified Mount Gay 30	9.56	30
64 TBA	Quantum Racing	Ray Roberts	NSW	IRC	Cookson 50	15.5	50
65 AUS70	Ragamuffin	Syd Fischer	NSW	IRC	Farr 50	15.5	50
66 RQ68	Ray White Koomooloo	Mike Freebairn	QLD	IRC	Kaufman 41	12.5	41
67 7878	Sailors With DISABILITIES	David Pescud	NSW	PHS	Lyons 54	16.45	54
68 S3724	Salona	Phillip King	NSW	IRC	Salona 47	11.29	47
69 TBA	Scrumba	Allsail	NSW	PHS	J & J 48	14.75	48
70 4924	She	Peter Rodgers	NSW	PHS	Olsen 40 Mod	12.19	40
71 G4646	Shogun	Rob Hanna	VIC	IRC	DK 46	14.1	46
72 M10	Skandia	Grant Wharington	VIC	IRC	Maxi 30m	30	98
73 6068	Star Dean-Willcocks	Marc & Louis Ryckmans	NSW	IRC/OD	Sydney 38	11.78	38
74 6565	Team Lexus	Frank Sticovich	NSW	IRC/OD	Sydney 38	11.78	38
75 4100	Terra Firma	Nicholas Bartels	VIC	IRC	Murray 41	12.5	41
76 H191	Trevake	Angus Fletcher	VIC	IRC	Radford 13.7	13.7	45
77 HW42	Wedgetail	Bill Wild	QLD	IRC	Welbourn 42	12.9	42
78 100001	Wild Oats XI	Robert Oatley/Mark Richards	NSW	IRC	Maxi 30m	30	98
79 TBA	Wot Yacht	Graeme Wood	NSW	IRC	Transpac 52	15.85	52
80 6559	Wot's Next	Graeme Wood	NSW	IRC	Sydney 47	14.27	47
81 A99	Xena	TBA	TBA	IRC	Open 66	20.03	66
82 1836	Yendys	Geoff Ross	NSW	IRC	Reichel Pugh 55	16.8	55
83 4057	Aurora	Jim Holley	NSW	IRC	Farr 40	12.21	40
84 93	Merlin	Dave Forbes/Richard Brooks	NSW	IRC	Kaiko 51	15.6	51



ABN AMRO I



SAIL NO: NED1 LOA: 21.5m CLASS: IRC
 DESIGNER: Juan K Yacht Design (Spain)
 YEAR BUILT: 2005 TYPE: Volvo 70
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Mike Sanderson
 CLUB: RYC De Mass Rotterdam, Netherlands
 CREW: M Sanderson (2), B Jackson, S Honey, E Sanderson, R Greenhalgh, S Josse, B Macinnes, J Slattery, N Bice, N Cox, S Beavis, P Harmer, M Stechmann, G Peet.

A world class crew of Admiral's Cup and America's Cup and round the world sailors, including skipper Mike Sanderson (2006 ISAF Rolex World Sailor of the Year) from New Zealand, will campaign one of two Volvo 70s south, the first time this class has competed in Australia's premier bluewater event. This yacht won the 2005-06 Volvo Ocean Race and will represent the Netherlands as they compete with the second Volvo 70 *Ichiban* and the 30m supermaxis for line honours.

ABRACADABRA



SAIL NO: 5612 LOA: 14.333m CLASS: PHS
 DESIGNER: Bill Tripp (US)
 YEAR BUILT: 1991 TYPE: Tripp 47
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: James Murchison
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: J Murchison (4), M Sheaffe (4), I Hobbs (3), S Maddocks (1).

Owner James Murchison is an experienced ocean racing yachtsman, having competed in four Rolex Sydney Hobart races, a Melbourne to Osaka (Japan) and races to Coffs Harbour, Gold Coast and Mooloolaba. He skippered *Abracadabra* in this year's Coffs Harbour Race, but this is his first race to Hobart with the boat. However, the US designed and built boat raced south in 1996, placing seventh Overall and first in Division D under the old IMS handicap system.

ADVENTURE



SAIL NO: 7802T LOA: 20.42m CLASS: IRC
 DESIGNER: Challenge Yachts (UK)
 YEAR BUILT: 1992 TYPE: Challenge 67
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Charles Roberts
 CLUB: JSASTC, UK
 CREW: C. Roberts, D Gale, A Fernie, R Thompson, A Rogers, M-J Holt, R Clayton, A Giltrow, C Nixon.

This steel yacht, formerly a BT Challenge yacht, will be crewed by members of the Royal Signals A Corps within the British Army. They are taking part in an adventurous training expedition around the world. Having left the UK in late June, the expedition, covering 33,000 nautical miles, is expected to take approximately 11 months to complete with the route divided into 10 legs which in total will involve up to 140 serving officers and soldiers.

AFR MIDNIGHT RAMBLER



SAIL NO: 8338 LOA: 12.41m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2001 TYPE: Farr 40 One Design
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Ed Psaltis and Bob Thomas
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: E Psaltis (25), B Thomas (16), M Bencsik (15), C Ruckwell (6), T Barker (2).

The 1998 Sydney Hobart Race winning combination of Ed Psaltis and Bob Thomas have optimised this boat for IRC and have achieved multiple divisional wins over the past year including 1st in division in the Sydney Mooloolaba and Sydney Gold Coast races. Best result in the Rolex Sydney Hobart with this Farr 40 is third in division in last year's race. Finished second on IRC results in the recent Gosford to Lord Howe Island Race.

ALACRITY



SAIL NO: 7447 LOA: 13.35m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2004 TYPE: Beneteau 44.7
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Matthew Percy
 CLUB: Southport Yacht Club, Qld
 CREW: M Percy (1), C Maslen, A York (3), J Paltridge (1), S Hill, S Korn, M Warwick, R Smith, M Burke, R Dickson, E Saalfeld, J Fournier La Ray, M Spence.

As Prime Time, this Beneteau 44.7 was declared the CYCA's 2005-06 Bluewater Champion and in 2004 it took 1st Overall in the Savills Regatta. Under new owner Matthew Percy from the Queensland Gold Coast, *Alacrity* has this year contested the Sydney Gold Coast and Sydney Mooloolaba/Mackay races and will head south with a new sail wardrobe plus some of the previous crew from *Prime Time*.

ANOTHER CHALLENGE



SAIL NO: SM2004 LOA: 11.6m CLASS: IMS/OD
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 2000 TYPE: Sydney 38
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Chris Lewin
 CLUB: Sandringham Yacht Club, Vic
 CREW: C Lewin (1), R Green (23), J Kellest (3), D Kellest (1), M Fairweather (2).

Chris Lewin made history when he and his young crew of students competed in the 2004 Rolex Sydney Hobart with *Another Challenge*, previously owned by Lou Abrahams. They finished third in the Sydney 38 Division. The boat has now "graduated" to a new syndicate from Sandringham Yacht Club who have sailed in about 40 Hobart races between them; they include Robert Green who has raced to Hobart 23 times.

ANOTHER FIASCO



SAIL NO: Q999 LOA: 12.88m CLASS: PHS
 DESIGNER: Scott Jutson (Australia)
 YEAR BUILT: 1994 TYPE: Jutson 43
 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Damian Suckling
 CLUB: Abel Point Yacht Club, Qld.
 CREW: D Suckling (1), R Alderdice (2), J Cole-Cook (8), J Kibbis.

This much sailed boat has previously raced as *Esprit de Corp* and *Maglieri Wines*, competing in Rolex Sydney Hobart races between 1994 and 1999 as well as the Brisbane to Gladstone and Sydney Gold Coast. Her best results have been a first in the IMS Division of the 1996 Sydney Gold Coast Race and a 16th overall in the 1995 Hobart Race. This will be Queensland owner Damian Suckling's first Hobart with this boat.

ARCTOS



SAIL NO: TBA LOA: 16.36m CLASS: PHS
 DESIGNER: Graeme Radford (Australia)
 YEAR BUILT: 2001 TYPE: Radford 16.4
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Colin Burgess & Andy Fairclough
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: C Burgess (1), A Fairclough (1), A Viisemann, D Workidge, K Sundgust, S Holdstock, J Hollingsworth, J Brooks, R Bonman (1).

The newest addition to the Flying Fish training fleet, this Radford 16.4 will carry a crew largely made up of European trainees. Built for a private round the world yacht race which never eventuated, *Arctos* completed the route on her own anyway in 2002. Very powerful both on and off the breeze, co-skippers Colin Burgess and Andy Fairclough will be aiming to improve on last year's PHS result when they campaigned *Bright Morning Star* south.

AURORA



SAIL NO: 4057 LOA: 12.2m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 1983 TYPE: Farr 40
 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Jim & Mary Holley
 CLUB: Lake Macquarie Yacht Club, NSW
 CREW: J Holley (18), M Holley (9), G Vickstrom (8), J Howard (14), G Beauchamp (1), J Woodward (1), M Shelton (1), S Phelps (2), M Jenzen.

This Lake Macquarie yacht achieved her best results in the two heavy weather Hobarts of 1998 and 1999, when she finished second and third in division respectively. Good crew experience on board this one-off Farr 40 including the husband and wife team of Jim and Mary Holley. This year Jan Howard will start her 15th Rolex Sydney Hobart, just one behind Adrienne Cahalan, while Mary Holley will reach the significant milestone for women of 10 races.

AUSMAID



SAIL NO: CR1000 LOA: 14.47m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 1994 TYPE: Farr 47
 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Trevor Taylor
 CLUB: Cruising Yacht Club of Western Australia, WA
 CREW: C Disney (7), P Jones (1), R Taylor (1), J. Cook (1), A McPhee (2), D Taylor, G Wood (2), A Minham, G Woods, P Tunnard, L Humphries.

This will be *Ausmaid's* first Rolex Sydney Hobart since claiming Overall handicap honours in the 2000 race under South Australian skipper Kevan Pearce. *Ausmaid* also claimed top honours in the 1996 Sydney Hobart under the command of Victorian skipper Georgio Gjergja and is one of only six boats to have won the race Overall more than once. Trevor Taylor took charge of *Ausmaid* in 2004 and has achieved good results in the past two seasons.

BACARDI



SAIL NO: SM377 LOA: 13.34m CLASS: IRC
 DESIGNER: Doug Peterson (US)
 YEAR BUILT: 1978 TYPE: Peterson 44
 NO. OF HOBARTS: 23
 OWNER/SKIPPER: Graeme Ainley & John Williams
 CLUB: Sandringham Yacht Club, Vic.
 CREW: J Williams (23), G. Ainley (23), B Williams (4), H. Halliburton (17), T. Crespin (15), D. Brotherton (6), T. Barrot (2), E Thompson (2), A Arblastor (10), M Williams (3), C Hall, T Smith (1).

Since being launched in the late 1970s, this boat has been raced regularly including 23 Rolex Sydney Hobarts – best result a first in division in 1993 – and several Melbourne Hobart and Melbourne Stanley race qualifiers. Co-owner John Williams will sail south this year with three sons aboard for his 24th Rolex Sydney Hobart and the boat's 22nd.

BERRIMILLA



SAIL NO: 371 LOA: 10.1m CLASS: IRC
 DESIGNER: Peter Joubert (Australia)
 YEAR BUILT: 1977 TYPE: Brolga 33
 NO. OF HOBARTS: 16
 OWNER/SKIPPER: Alex Whitworth
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: A Whitworth (14), P Crozier (9) and others.

Following the 2004 Rolex Sydney Hobart, Alex and crewman Peter Crozier left Hobart for the UK, via the Falkland Islands, to contest the Rolex Fastnet Race before setting sail back to Australia, arriving just days before to start in the 2005 Rolex Sydney Hobart. In the storm hit 1998 event, *Berrimilla* placed first in PHS Division and in 2002, finished third Overall on PHS. *Berrimilla* hasn't missed a Rolex Sydney Hobart start since 1994.



BROOMSTICK



SAIL NO: TBA LOA: TBA CLASS:
 DESIGNER:
 YEAR BUILT: TYPE:
 NO. OF HOBARTS:
 OWNER/SKIPPER: Michael Cranitch
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: TBA

CYCA Rear Commodore Michael Cranitch has nominated a boat under the name of Broomstick but has yet to provide details of the boat and crew.

CHALLENGE



SAIL NO: SM2 LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2004 TYPE: Sydney 38
 NO. OF HOBARTS: 1
 SKIPPER: Lou Abrahams
 CLUB: Sandringham Yacht Club, Vic
 CREW: L Abrahams (43), B Walker, C Schmidt (15), I Taylor (8), R Richardson (8), R Bath (14), R Grimes (17), A Dellaca, A Telford (10).

Veteran Victorian yachtsman Lou Abrahams has raced to Hobart 43 times, skippering his own boat in all but his first two Hobarts, and this year hopes to equal the record set by the late John Bennetto, 44. Now aged 79, Abrahams has won the race Overall twice, in 1983 and 1989 with previous yachts. Crew members have sailed in more than 120 Hobart races. Barney Walker, who last sailed with Lou when they won in 1989 is joining Abrahams' for possibly his last Hobart hurrah.

BSG 'ON TAP'



SAIL NO: A5 LOA: 10.26m CLASS: IRC
 DESIGNER: Allen Blackburn (Australia)
 YEAR BUILT: 1975 TYPE: Duncanson 34
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Marc Stuart
 CLUB: Moreton Bay Boat Club, Sailing Branch, Qld
 CREW: M Stuart (1), T Neil (1), R Combrink.

This classic IOR three-quarter tonner which first entered the Rolex Sydney Hobart nearly 30 years ago, is making the trip down from sunny QLD to blow away the cobwebs. The crew has enjoyed good results in the last two Brisbane to Gladstone races and BSG was declared Club champion at the end of 2004-05 and 2005-06. The crew is looking forward to a change of scenery come Boxing Day.

CHANCELLOR



SAIL NO: 7407 LOA: 11.99m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2000
 TYPE: Beneteau First 40.7
 NO OF HOBARTS: 2
 OWNER/SKIPPER: Ted Toohar
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: T Toohar (2), J Horne (1), T Herring, P Drake-Brockman (1), M Asaro, M Lowry, P May.

Chancellor has raced to Hobart twice, the first in 2004 and again last year (finished eighth in Division). She has previous IRC wins to her credit in the Pittwater to Coffs Harbour race and the Coffs Regatta in 2004. The owner describes the boat as "ideal for team building and self-development" and has also competed in the Airlie Beach and Hamilton Island race weeks.

CAPRICCIO OF RHU



SAIL NO: GBR 24 R LOA: 17m CLASS: TBA
 DESIGNER: Holman & Pye (UK)
 YEAR BUILT: 1987
 TYPE: Oyster 55
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Michelle Colenso (GBR)
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Colenso, A Poole, C Hay, J Cassidy.

Capriccio of Rye is on a world circumnavigation with her British owner Michelle Colenso and her crew sailing the boat across the Atlantic, taking part in the ARC Rally, then across the Pacific to Sydney where she has joined the CYCA. Soon after arriving here 44-year-old Michelle was diagnosed with breast cancer and underwent surgery. She is confident she will be well enough to race to Hobart, using her participation to promote breast cancer awareness.

CHUTZPAH



SAIL NO: R33 LOA: 11.8m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 2002 TYPE: Sydney 38
 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Bruce Taylor
 CLUB: Royal Yacht Club of Victoria, Vic
 CREW: B Taylor (25), K Piesse (22), J Permezel (15), G Gouley (18), P Sandles.

This is Bruce Taylor's fifth *Chutzpah* and over 21 years of competing in the Rolex Sydney Hobart he has notched up an amazing seven divisional wins as well as one second and one third Overall. Taylor, who last year reached the 25-race milestone, and his crew members are part of a strong contingent of Victorian entries. *Chutzpah* will again be a contender for a divisional placing - even that much sought after Overall!



COMPASS POINT



SAIL NO: 2999 LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 2001 TYPE: Sydney 38
 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Phil Chisolm
 CLUB: Bucklands Beach Yacht Club, NZ
 CREW: P Chisolm, J Smith, W Campbell, N West,
 D Ng, M van Berkel, R Milner, D Heslion (3), L Hitchcock,



Kiwi skipper Phil Chisolm was the first to apply to enter for the second consecutive year. Last year Chisolm, from Bucklands Beach, Auckland, chartered one of the smallest and oldest boats in the fleet, a Townson 35 called *Nevenka*. This year Chisolm has upped the ante and selected this Sydney 38 to experience one design racing in this highly competitive class. Formerly *Obsession*, *Compass Point* also contested this year's Sydney Gold Coast under Chisolm's charge.

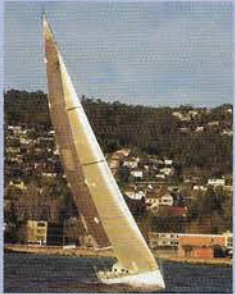
DODO



SAIL NO: TBA LOA: CLASS:
 DESIGNER:
 YEAR BUILT: TYPE:
 NO. OF HOBARTS:
 OWNER/SKIPPER: Adrian Dunphy
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: No details

RSHYR

CREATIVE INTENSION



SAIL NO: L77 LOA: 11m CLASS: TBA
 DESIGNER: Andy Dovell (Australia)
 YEAR BUILT: 1996 TYPE: MBD 36
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: David Rees & Craig Escott
 CLUB: Royal Yacht Club of Tasmania, Tas
 CREW: D Rees, C Escott (13), J Linscott, J Rees,
 G Lewis (3).

This Andy Dovell design has achieved great success in local Tasmanian waters since 2004. *Creative Intension* has won the Maria Island race (PHS), finished third in the Bruny Island Race on IRC and won this year's Sailing South Week on PHS results. Craig Escott, who last raced in the stormy 1998 race with his own boat, *Solandra*, and who finished strongly in the 1982 Sydney Hobart (second Overall), will make his return to ocean racing this year joining co-skipper David Rees.

DREAMTIME



SAIL NO: 3433 LOA: 13.41m CLASS: PHS
 DESIGNER: Ron Holland (Ireland)
 YEAR BUILT: 1981 TYPE: Holland 44
 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Paul Spira
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Spira (1), C Corlis (1), D Fagan (1), P Duffield (30), K Lehman (13), B Usher, C Goddard, K Gibbs, D Byrne, R Timmerans.

Dreamtime has competed in Rolex Sydney Hobart Races under previous owners and in 2004, new owner at the time Paul Spira entered but unfortunately didn't reach the finish due to equipment failure. He's back again for another crack with an experienced crew, including Peter Duffield who is lining up for his 31st race to Hobart.

DHL



SAIL NO: GER4014 LOA: 19.44m CLASS: PHS
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 1997 TYPE: Volvo 60
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Kookaburra Challenge/Mitch Booth
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Booth, C Baillie, E Vieytes Jnr (1), B Langley (3), G Smith, P Flaherty (1), M Roberts (1), C Utley, W Hougedeuere, J McGrury.

Built in 1997 for the Swedish EF syndicate and campaigned by Paul Cayard to victory in the 1998 Whitbread round the world yacht race, this boat was then purchased by Illbruck Challenge as a training boat for the 2002 VOR. In 2002, Kookaburra Challenge took over this famous Volvo 60. Skipper will be Mitch Booth, silver and bronze Olympic medallist and 12 time world champion in various catamaran classes, as well as a past Australian Yachtsman of the Year.

DSK COMIFIN



SAIL NO: ITA2945 LOA: 13.8m CLASS: IRC
 DESIGNER: Nautor Swan
 YEAR BUILT: 2001 TYPE: Swan 45
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Danilo Salsi
 CLUB: Yacht Club Cortina, Italy
 CREW: D Salsi, A Casale, P D'Ali, C Andrea, G Stefano, R De Magistris, S Cigliano, M Caullo, V Rosso.

This Italian entry, the first for many years, left home in January and has been sailing non-stop ever since with the aim to complete the treble of the world's great offshore events, the Newport to Bermuda, Rolex Middle Sea Race and come December, its debut Rolex Sydney Hobart. The winner of the Swan 45 division at this year's Rolex Swan Cup in Port Cervo, *DSK Comifin* will be a competitive boat but is taking on plenty of local talent in unfamiliar waters.

ENDORFIN



SAIL NO: 7555 LOA: 14.33m CLASS: IRC
DESIGNER: Murray Burns Dovell (Australia)
YEAR BUILT: 2006 TYPE: Sydney 47CR
NO. OF HOBARTS: 0
OWNER/SKIPPER: Peter Mooney
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Mooney (5), H Paterson (9), B Kellett (14), A Mathers (3), A Campbell (2), R Kirkby (13), E Mooney (2), J Krzysijnski, H Norton (1), J Neuhaus (1), A Owen (11).

Launched in June, this new Sydney 47 cruiser/racer has sailed impressively since being launched with an IRC 4th in the Bird Island Race and an IRC 3rd in the Gosford to Lord Howe Island Race, a Category 1 race. Mooney previously raced *Big Schott* and the Sydney 38 *Obsession*. He has put together a strong crew headed by international sailors Henry Paterson (navigator/helmsman) and Brad Kellett (watch captain).

FLIRT



SAIL NO: SM4321R LOA: 14.93m CLASS: IRC
DESIGNER: John Corby (UK)
TYPE: Corby 49 YEAR BUILT: 2003
NO. OF HOBARTS: 1
OWNER/SKIPPER: Chris Dare
CLUB: Sandringham Yacht Club, Vic
CREW: C Dare (5), R Hickman (29), S Gordon, G Prescott, K Pearce, D Morris, B Murphy, M Hewitt-Park.

Flirt was raced extensively throughout 2003 and 2004 under a previous UK owner, winning several major IRC events in the UK and in the Caribbean. She was purchased in 2004 by Chris Dare. Recent top results include second over the line and on IRC in this year's Sydney Mooloolaba and second in the 2005-06 Ranges Series. Joining Dare and his largely Victorian crew is veteran of 29 Sydney Hobart races, Roger Hickman.

FIDELIS



SAIL NO: 45 LOA: 18.6m CLASS: PHS
DESIGNER: Knud Reimers (Norway)
YEAR BUILT: 1964 TYPE: Knud Reimers 61
NO. OF HOBARTS: 3
OWNER/SKIPPER: Nigel Stoke
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: N Stoke (2), L Anderson (3), J Crawford (1), R Cook (13), T Moulton (1), T Griffiths (1).

In 1966 the 61-foot triple planked kauri yacht *Fidelis* crossed the Tasman from New Zealand and showed the world some early Kiwi yachting magic when she took line honours and set a new record in the Sydney Hobart that year. *Fidelis* will be amongst the classic entries when she lines up to celebrate the 40th anniversary of her line honours win. During the 1980s *Fidelis* was altered extensively and last year she underwent her second major refit.

FINCORP MORE WITCHCRAFT



SAIL NO: 8402 LOA: 13m CLASS: PHS
DESIGNER: Kevin Dibley (New Zealand)
YEAR BUILT: 1995 TYPE: Dibley 46
NO. OF HOBARTS: 4
OWNER/SKIPPER: John Cameron
CLUB: Cruising Yacht Club of Australia, NSW
CREW: J Cameron (15), R Burns (25), D Decosta (1), I Mason (8), E Griffith (1), W Lee, J Shearer (1), D Graham (1), C Partridge.

CYCA director John Cameron has achieved some excellent results with this boat, including a first and a third in the PHS division of the Sydney Gold Coast Race and a second in PHS in the Sydney Mooloolaba Race. As usual, he will be sailing with an experienced crew including Robbie Burns who last year reached the 25 race milestone.

FRUIT



SAIL NO: 370 LOA: 11.96m CLASS: IRC
DESIGNER: Don Jones (Australia)
YEAR BUILT: 1994 TYPE: Modified Don Jones 39
NO. OF HOBARTS: 1
OWNER/SKIPPER: Mark Ballard
CLUB: Royal Yacht Club of Tasmania, NSW
CREW: M Ballard (2), P Pangas (6), M Denholm (1), R Cohen (14), J Cohen, B Haywood, S Geeves (12).

Fruit has performed well under IRC in Hobart and has a good ocean racing pedigree coming from the Victorian design and build team of Don Jones and Mal Hart. *Fruit* won this year's King of the Derwent on PHS and was second on IRC in last year's Maria Island race. *Fruit* is better suited to stronger conditions and revels in reaching and running. An experienced crew will campaign *Fruit* south for the first time since she retired from the 1994 Sydney Hobart.

GETAWAY-SAILING.COM



SAIL NO: NOR2 LOA: 19.46m CLASS: PHS
DESIGNER: Laurie Davidson (New Zealand)
YEAR BUILT: 2000 TYPE: Volvo 60
NO. OF HOBARTS: 4
OWNER/SKIPPER: Peter Goldsworthy
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Goldsworthy & others

Getaway Sailing recently purchased this VO60 from Andrew Short. Named *djuice dragon* when it competed in the 2001 Volvo Round the World Race, *Getaway Sailing* has been campaigned locally with solid results. In its first outing under the new ownership and with Peter Goldsworthy at the helm, it took line honours in the Gosford to Lord Howe Island race, PHS handicap and set a new course record.



GILLAWA



SAIL NO: C2 LOA: 9.75m CLASS: PHS
 DESIGNER: Bob Salthouse (New Zealand)
 YEAR BUILT: 1980 TYPE: Cavalier 975
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: David Kent
 CLUB: Canberra Yacht Club, ACT
 CREW: D Kent (4), G Dawes, A Van Haaren (2), M Robertson, J Ellison, R Laird.

A few years back David Kent restored *Gillawa* to use as a training vessel and to give ACT sailors offshore experience. Although *Gillawa* finished last in the previous two Rolex Sydney Hobarts, Kent is determined to again complete the race safely while giving the ACT's ocean going rookies the experience of a lifetime. *Gillawa* might not make it to Hobart for New Year's Eve but her crew will certainly give it their best shot.

GUSTO 1



SAIL NO: B60 LOA: 18.25m CLASS: PHS
 DESIGNER: John Biddlecombe (Australia)
 YEAR BUILT: 2000 TYPE: Open 60
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Brian Pattinson
 CLUB: Royal Brighton Yacht Club, Vic
 CREW: B Pattinson and others

Built in Sydney, this Open 60 began its life as the Whitbread 60 *Elle Racing* before the hull was cut in half, long ways, and widened to Open 60 proportions. Its current Victorian owner has just completed a heavy program including the Melbourne-Vanuatu, Vanuatu – Mackay and Hamilton Island Race Week. *Gusto 1* is mostly raced two-handed but will carry the minimum crew of six for its first Rolex Sydney Hobart.

GLOBAL YACHT RACING NEXT



SAIL NO: 6081 LOA: 11.78m CLASS: IRC,
 One Design
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 2000
 TYPE: Sydney 38
 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Shane Kearns
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Kearns (9), A Middleton, R Holstein (8),
 N Cruz (2).

Launched in 2000, *Next* placed well in the Pittwater to Coffs Harbour Race that year and enjoyed a good result in the 2002 Rolex Sydney Hobart, finishing second in the Sydney 38 division. Global Yacht Racing has teamed up with Aussie sailing company Sailing Solutions to build on the success of their 2004 Hobart campaign with a new international novice crew racing a competitive Sydney 38.

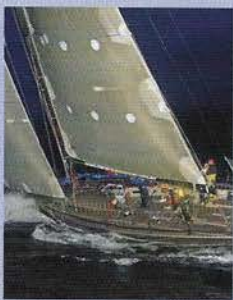
HARDYS SECRET MENS BUSINESS



SAIL NO: YC3300 LOA: 14.21m CLASS: IRC
 DESIGNER: Reichel/Pugh (US)
 YEAR BUILT: 2004 TYPE: Reichel/Pugh 46
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Geoff Boettcher
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: G Boettcher (18), S Nolan (4), T Cowen (4), S Kemp (9), J Freeman (6).

This well-travelled Adelaide yacht has had good IRC racing results since her launch in late 2004. In the 2005 race *HSMB* was trapped in a freakish calm off Tasmania, dropping to fourth in IRC Division B. *HSMB* has won IRC Division A of the 2005 Gold Coast Race, placed second in the IRC Division at Hamilton Island and taken line and IRC handicap honours in the 2006 Adelaide to Port Lincoln Race.

GOLDFINGER



SAIL NO: 8880 LOA: 15.79m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2002 TYPE: Farr 52
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Peter Blake and Kate Mitchell
 CLUB: Sandringham Yacht Club, VIC
 CREW: P Blake (4), K Mitchell (3), N Jones (6), S Walker (6), C McKenzie (6), D Sturge (1), C Smethuest (3), M Batson, M Hau, M Hennesy (1), S Esler (2), G Patten (1), L Hammond.

Peter Blake and Kate Mitchell bought the well-performed, former *Ichiban* just before the 2005 Rolex Sydney Hobart Race and they and their crew have steadily got to know this powerful yacht over the past year. In early November they took line honours and second in IRC Overall in the Melbourne to Stanley Race across Bass Strait, a qualifier for this year's Rolex Sydney Hobart. Blake had great success with his previous boat, *Kontrol*.

HELSAL IV



SAIL NO: 262 LOA: 18.65m CLASS: PHS
 DESIGNER: Philippe Briand (France)
 YEAR BUILT: 1986 TYPE: Dynamique 62
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Dr Tony Fisher
 CLUB: Royal Yacht Club of Tasmania, Tas
 CREW: T Fisher (8), R Fisher (13), J Bourke (11), R Smith, J Dwyer (4), J Davis, B Hall, C Smith.

At the age of 79, Dr Tony Fisher, one of Australia's most successful yacht owners of the 1970s and 1980s, is making a comeback with his latest *Helsal*. He set a race record in taking line honours in 1973 with the original *Helsal*, a ferro-cement boat that was dubbed the "Flying Footpath". His latest *Helsal* is of French origin and while it won't break the race record, she will guarantee her owner and crew a comfortable ride back to Hobart where she is based.

HORWATH BRI



SAIL NO: MH60 LOA: 11.79m CLASS: IRC/OD
DESIGNER: Murray Burns Dovel (Australia)
YEAR BUILT: 2003 TYPE: Sydney 38
NO. OF HOBARTS: 2
OWNER/SKIPPER: Tony Levett
CLUB: Middle Harbour Yacht Club, NSW
CREW: T Levett (3), D Swales (8), C Forte, F Romero (2), J Wainwright (8).

Horwath Bri is one of the leading contenders for the 2006-2007 CYCA Blue Water Pointscore, currently running third and leading the Tasman Pointscore. The boat has an excellent offshore record, being the best placed Sydney 38 in the Sydney Mooloolaba Race in 2005 and 3rd in the Sydney 38 Division of this year's Mooloolaba Race.

IMPECCABLE



SAIL NO: MH106 LOA: 10.2m CLASS: IRC
DESIGNER: Doug Peterson (US)
YEAR BUILT: 1980 TYPE: ex-IOR three-quarter tonner

NO. OF HOBARTS: 22
OWNER/SKIPPER: John Walker
CLUB: Middle Harbour Yacht Club, NSW
CREW: J Walker (22), R Moore (15), F Nelson (11), H Neuman, M Scott (10).

In 2004 John Walker was named the CYCA's Ocean Racing Veteran of the Year for the third time. John's previous successes include winning the 2004 Sydney Mooloolaba and Gosford to Lord Howe Island Race overall. Now aged 84 and the oldest skipper in the fleet, John has completed all 22 Hobarts he has started and recorded a second and third Overall with this yacht. Crew member Felicity Nelson will be undertaking her 12th Rolex Sydney Hobart.

ICHI BAN



SAIL NO: AUS03 LOA: 21.5m CLASS: IRC
DESIGNER: Don Jones (Australia)
YEAR BUILT: 2005 TYPE: Jones 70
NO. OF HOBARTS: 0
OWNER/SKIPPER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Allen (17), M Spies (29), C Garnett, M Coxon, D McGain (4), G Maguire, C Nicholson.

CYCA Vice Commodore Matt Allen has upsized for this year's race, entering his Volvo 70 *Ichi Ban*, which competed in the 2005-06 VOR, for the first time. The boat has been extensively modified and will be sailed by a star studded crew, including Michael Coxon and Chris Nicholson. In the right conditions, the Volvo 70s are capable of reaching speeds in excess of 30 knots.

INNER CIRCLE



SAIL NO: M762 LOA: 12.88m CLASS: PHS
DESIGNER: Bruce Farr (US)
YEAR BUILT: 1987 TYPE: Farr 40
NO. OF HOBARTS: 12
OWNER/SKIPPER: Michael Graham and Darren Cooney
CLUB: Lake Macquarie Yacht Club, NSW
CREW: M Graham (4), D Cooney (2), K Robinson (7), K Salding (2), C Greenhough (2)

An older Bruce Farr designed 40-footer that has raced to Hobart 12 times and to Lord Howe Island eight times, placing third in the PHS Division of the recent Lord Howe Race. Earlier this year *Inner Circle* won the PHS Division of the inaugural Sydney Mackay Race. This will be the Lake Macquarie owners' third race to Hobart with *Inner Circle*.

ILLUSION



SAIL NO: 5356 LOA: 10.36m CLASS: IRC
DESIGNER: Laurie Davidson (New Zealand)
YEAR BUILT: 1988 TYPE: Davidson 34
NO. OF HOBARTS:
OWNER/SKIPPER: Graham Jackson
CLUB: Gosford Yacht Club, NSW
CREW: G Jackson (2), A Duffy (2), B Boyd (1), J Latiolait, S Dalzell (1), D Jackson.

WITHDRAWN

In the storm hit 1988 Sydney Hobart the 34-footer *Illusion* from Melbourne took out overall first place under handicap system, Victoria's then second only overall win in the ocean racing classic. One of the smallest boats to win the 628 nautical mile race is returning after 18 years to contest the 2006 Rolex Sydney Hobart under new owners and with a new look following a major refurbishment last year. Graham's son Daniel has recently turned 18 and will be undertaking his first Bass Strait crossing this year.

INSX



SAIL NO: SM5985 LOA: 11.63m CLASS: TBA
DESIGNER: Scott Jutson (Australia)
YEAR BUILT: 1994 TYPE: NSX38
NO. OF HOBARTS:
OWNER/SKIPPER: Robert Sill
CLUB: Sandringham Yacht Club, Vic
CREW: R Sill (13), N Crawley (7), M Sill (2), A Kelly (2), A Elliott, J Sill, D Judge, J Livesly, S Turner.

Recently purchased by Rob Sill from Sandringham Yacht Club, who previously owned well known Sydney Hobart boats *Black Magic* and *Breadfruit*, *INSX* placed second Overall in her division in the ORCV winter series. The boat raced in last year's Rolex Sydney Hobart as *Torpan International* and finished eighth Overall in PHS. *INSX* will be sailed south this year by a mix of youth and experience who will be driving the boat hard all the way to Hobart.



JAZZ



SAIL NO: GBR4519L LOA: 14.64m CLASS: IRC
 DESIGNER: Rod Johnstone (US)
 YEAR BUILT: 2003 TYPE: J145
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Chris Bull
 CLUB: Royal Ocean Racing Club, UK
 CREW: C Bull (1), M Broughton (2), N King (1), C Ripard,
 D Macloud, (12), R Pattison (5), J Eplett, T Davis (2), F
 Shanks, S Pollard (1), T Ehler, A Smith.

Chris Bull, a past Vice Commodore of the RORC, finished second Overall in the 2000 Rolex Sydney Hobart Race with the chartered *Quest* and this year has brought his J145 to Australia to contest the CYCA's Blue Water Pointscore Series. *Jazz* has shown she will be a strong contender by winning a tough Flinders Islet Race in October. Her record includes class wins in the 2003 Fastnet Race, 2004 Round Ireland Race and 2004 Middle Sea Race.

KINETIC



SAIL NO: 74373 LOA: 14.51m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2002 TYPE: Beneteau First 47.7
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: David Sutcliffe
 CLUB: Royal Vancouver Yacht Club, Canada
 CREW: D Sutcliffe (1), D Kempton, W Kurz, R MacKenzie,
 D Martin, M McKim, P Moes, T O'Connell, J Prentice, B
 Richards, G Westerlund.

Kinetic hails from the Royal Vancouver Yacht Club and her sailing program includes cruising in the North West Pacific and inshore and offshore and ocean racing in Canada. A crew of mostly Rolex Sydney Hobart first timers with plenty of overseas sailing experience will represent Canada, the first Canadian entry for many years.

JOINT VENTURE



SAIL NO: B7101 LOA: 12.13m CLASS: IRC
 DESIGNER: Ed Dubois (UK)
 YEAR BUILT: 1989 TYPE: Dubois 40
 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Alexandra McKinnon
 CLUB: Ocean Racing Club of Victoria, Vic
 CREW: A. McKinnon (3), B. Brown (2), G Orenshaw (1).

Alexandra McKinnon withdrew from her first attempt in the 2004 Rolex Sydney Hobart and is back for another crack this year having recently refitted *Joint Venture*. Previously know as *Hitimewewent*, the boat was part of the 1987 winning Southern Cross Cup team and finished third in the 1988 One Ton Cup.

KIONI



SAIL NO: 6146 LOA: 14.51m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2001 TYPE: Beneteau 47.7
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: John Liddell
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: J Liddell, C Sandison, G Day, S Gratton,
 P Murray.

Although a CYCA boat, a UK crew lead by John Liddell will campaign the consistent performer *Kioni*. Having completed Fastnet and many other local events, this will be the crew's first Rolex Sydney Hobart and they report *Kioni* is optimised and ready to take on the notorious stretch of water sometimes referred to as "the paddock".

KATINKA



SAIL NO: 5139 LOA: 10.47m CLASS: PHS
 DESIGNER: Peter Cole (Australia)
 YEAR BUILT: 1980 TYPE: Pawtucket 35
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Paul & Ellen O'Connell
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P O'Connell (11), C Bowling (13), S Goold (1), D
 Hughes (1), R Perey (2), R Kirkham.

This is a different *Katinka* for Paul and Ellen O'Connell with Paul's father Des O'Connell retaining the original. This year the crew aim to improve on their 2003 wooden spoon run. "While the welcome on New Year's Day was fantastic, New Year's Eve in Hobart is something to look forward to," says Paul O'Connell.

KNEE DEEP



SAIL NO: HY1407 LOA: 11.92m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2003 TYPE: Beneteau First 40.7
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Philip Childs
 CLUB: Hillary's Yacht Club, WA
 CREW: P Childs (1), I Holder (9), S Hartley (2), E Vitte (1),
 P Lees, T Dwyer, L Rakai, A Hill (2) R Balding.

This Beneteau 40.7 has been chartered for this year's Sydney Mooloolaba and Rolex Sydney Hobart by Philip Childs, a Perth surgeon who skippered his own boat *Courtesan* to win Division D in the 2004 Rolex Sydney Hobart. Most of the crew from that race will return for the boat's first Rolex Sydney Hobart. *Knee Deep* is named after Philip's Margaret River Vineyard and Winery - Knee Deep Wines.



LAURELLE



SAIL NO: R41 LOA: 12.75m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2006 TYPE: Farr 42
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ray Borrett
 CLUB: Royal Yacht Club of Victoria, Vic
 CREW: R Borrett, P Murphy, D Mills (1), T Olding (3), L Christophersen, M Keough (1), F Hammond (9), G Vercoe (7), M Denton, R De Bomford, K Downing.

This is the first production built Farr 42 by Austral Yachts and is a design tailored to the IRC rating. The crew consists of regulars plus the builder, sailmaker and several experienced Rolex Sydney Hobart sailors. With previous boats, skipper Ray Borrett has enjoyed divisional wins in Melbourne based ocean races, including a 4th in the Melbourne to Hobart, and in his first race with *Laurelle*, the Melbourne to Stanley qualifying race, the boat finished first on PHS.

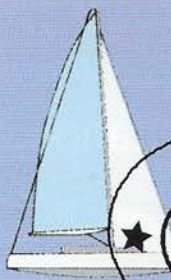
LIVING DOLL



SAIL NO: R50 LOA: 15.05m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2005 TYPE: Cookson 50
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Michael Hiatt
 CLUB: Royal Yacht Club of Victoria, Vic
 CREW: M Hiatt and others

The canting keel on this 50-footer is the brainchild of New Zealand boat-builder Mick Cookson, working in conjunction with designers Farr Yacht Designs. The boat is fast off the breeze with best results to date being a divisional win in the inaugural Sydney Mackay Yacht Race, 7th Overall in the Sydney Mooloolaba and 1st on IRC in the Melbourne to Stanley qualifier in early November. *Living Doll* finished 11th Overall on IRC in last year's Rolex Sydney Hobart and Hiatt and his Victorian crew will be hoping to improve on that result.

LOCAL HERO



SAIL NO: 1236 LOA: 10.97m CLASS: IRC
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 1992 YPE: BH 36
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Peter Mosely
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: P Mosely, J Nixon (12), S Williams (4), A Seza (1)

This will be the first Rolex Sydney Hobart Race for Peter Mosely but he has sailed *Local Hero* in races to Lord Howe, the Gold Coast, Mooloolaba and Coffs Harbour, winning her division in the 2006 Gold Coast Race, 3rd in IRC in the 2005 Gosford to Lord Howe Race and 4th in IRC in the 2006 Lord Howe Race. Watch captains will be the experienced Simon Williams and Jim Nixon, the latter sailing many Hobarts on *Impeccable*.

LOKI



SAIL NO: 60000 LOA: 18.29m CLASS: IRC
 DESIGNER: Reichel/Pugh (US)
 YEAR BUILT: 2005 TYPE: Reichel/Pugh 60
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Stephen Ainsworth
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Ainsworth (9), C Miles (1), M Bellingham (15), C Links (5), A Barnes (13), B Perry (8), A Reid (1), M Clougher (9), G Purcell (14), M Sabey (11), W Benson (5), D Senogles (8), R Ely (4), A Foster (15), T Braidwood (8), D Davies (12).

Launched late last year, Stephen Ainsworth's latest *Loki* placed second in IRC Division O of the 2005 Rolex Trophy, third in Division B of the 2005 Rolex Sydney Hobart whilst her best result this season has been a 2nd in the Big Boat Class of the 2006 Hamilton Island Race Week and an IRC Division win in the Gascoigne Cup. Sailing master is former Etchells World champion Cameron Miles heading up a talented crew with Tom Braidwood as crew manager.

LOVE & WAR



SAIL NO: 294 LOA: 14.21m CLASS: IRC
 DESIGNER: Sparkman & Stevens (US)
 YEAR BUILT: 1973 TYPE: S&S 47
 NO. OF HOBARTS: 12
 OWNER/SKIPPER: Simon Kurts
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: L May (33), P Sheldrick (16), M Souter (7), A Jackson (14), J Beaton (5), G Snow (23), E Adriannse (17), G Beachop (10), B Johnson (1), G Hill (6).

This classic timber boat is a two-time Overall (1974 and 1978) and multiple division winner, including top placing in the 20 Year Veteran Division of the 50th anniversary race in 1994. Wellknown navigator Lindsay May will campaign the magnificent *Love & War* south and will be joined by other former *Brindabella* crew, including owner George Snow, who has retired his maxi from ocean racing. Between them, the crew has lodged 132 Hobarts, including May's 34th.

MAGIC



SAIL NO: SM616 LOA: 11.76m CLASS: PHS
 DESIGNER: Sparkman & Stephens (US)
 YEAR BUILT: 1982 TYPE: S&S 39
 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Philip Spry-Bailey
 CLUB: Sandringham Yacht Club, Vic
 CREW: P J Spry-Bailey (5), P J Spry-Bailey jnr (5), L Buesnel (5), R Eason (8), G Furness (1), G Jones, L Rawson (5), C Thomson (1).

Most of the *Magic* crew has been sailing together at Christmas for the past 10 years and this year they will again come together from four Australian states to contest the 628 nautical mile ocean classic. *Magic* has a long racing history and is a proven Port Phillip and Bass Strait performer. Crew includes Philip's son who joins his father on board *Magic* annually for the great race.

MALUKA



SAIL NO: A49 LOA: 9.01m CLASS: PHS
 DESIGNER: Cliff Gale (Australia)
 YEAR BUILT: 1932 TYPE: Ranger
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Sean Langman
 CLUB: Sydney Amateur Sailing Club, NSW
 CREW: S Langman and others.

Sean Langman has restored this 1932-built 9m Ranger class yacht to contest this year's Rolex Sydney Hobart 70 years after the boat made its only successful voyage to Hobart. The boat had, unfortunately been wrecked on the first attempt. An eight-month full restoration of the gaff-rigged *Maluka* was expected to be completed by late November, just four weeks before the oldest boat in the fleet was to contest the Boxing Day classic.



MAXIMUS



SAIL NO: NZL99999 LOA: 30m CLASS: IRC
 DESIGNER: Greg Elliott (New Zealand)
 YEAR BUILT: 2005 TYPE: 30m maxi
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Charles St Clair Brown and Bill Buckley
 CLUB: Royal New Zealand Yacht Squadron, NZL
 CREW: C St Clair Brown (3), B Buckley, J Scott, R Bouzaid, P Airey, M Humphries.

One of three 30m maxis contesting this year's Rolex Sydney Hobart, *Maximus* finished first on corrected time in the 2005 Transatlantic last year, took line honours and handicap honours in the IRC Super 0 division of last year's Rolex Fastnet Race and holds the Round Isle of Wight world speed record. She has also contested the 2005 and 2006 Maxi Yacht Rolex Cup, and this year's Rolex Middle Sea Race in Malta from where she was put aboard ship for Sydney to compete in her maiden Rolex Sydney Hobart.



D29



D37



D40

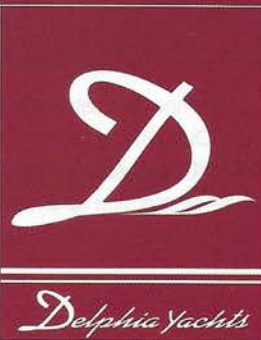


MERLIN



SAIL NO: 93 LOA: 15.6m CLASS: IRC
 DESIGNER: D Forbes/Phil Kaiko (US)
 YEAR BUILT: 2000 TYPE: Kaiko 50
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: David Forbes and Richard Brooks
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: D Forbes (15), R Brooks (5) and others.

This cruiser-racer picked up a second in division in its first Rolex Sydney Hobart Yacht Race in 2003. Owners David Forbes, an Olympic gold medallist, and Richard Brooks will again carry some seasoned names amongst the crew. Fresh from their IRC win in the Gosford to Lord Howe Island Race, *Merlin* is race tuned and ready to go one better than its best Hobart race result so far.



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MR BEAK'S RIBS



SAIL NO: 8447 LOA: 13.68m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2004 TYPE: Beneteau First 44.7
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: David Beak
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D Beak (3), D Ward (7), E Blackman, N Press, C Marshall (1), G Lennox-King (1), L Paramor, R Hassler (9), S Bennett (1), M Killoran.

Current national and state 12 foot skiff champion Nick Press is leaving his dinghy behind at Christmas and taking on the perils of Bass Strait as skipper of Mr Beak's Ribs. After rig problems forced them to retire from last year's Rolex Sydney Hobart, owner David Beak and his crew are determined to finish the race this time. They will be competing after good results at this year's Hamilton Island and Skandia Geelong weeks.

NAUTILUS MARINE RUSH



SAIL NO: B45 LOA: 13.8m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 1997 TYPE: Corel 45
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Ian and John Paterson
 CLUB: Royal Brighton Yacht Club, Vic
 CREW: J Paterson (6), P Greenwood (7), L Plate (5), J Sheekey (6), R Tyson (3), J Van Der Slot (1), M Bunyard (1), R Leaper (1), A Fairley, T Ratcliffe, J Hessendeek.

Built to compete on the international 45ft circuit circa 1997, *Nautilus Marine Rush* has contested most of the major Victorian races and regattas and is returning for her second Rolex Sydney Hobart. This Victorian crew is expecting to turn in a solid performance.

MR KITE



SAIL NO: 6522 LOA: 12.19m CLASS: IRC
 DESIGNER: Andrew Cape (Australia)
 YEAR BUILT: 2005 TYPE: Mr Kite 40
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Andrew Buckland and Andrew Hunn
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A Buckland, A Hunn, L Abbott, A Jackson, P Bremner.

Mr Kite, the smallest entrant with a canting keel, first competed in last year's Hamilton Island Race Week. After a disappointing offshore debut in the Sydney Gold Coast Yacht Race, when their canting keel failed, Buckland, a highly experienced ocean racer and 18 foot skiff sailor, and Hunn believe their radical carbon fibre "mini Volvo 70", which successfully completed the Sydney Mooloolaba, is ready to tackle Bass Strait.

NIPS-N-TUX



SAIL NO: 5995 LOA: 12m CLASS: IRC
 DESIGNER: Neils Jeppesen (Denmark)
 YEAR BUILT: 2000 TYPE: IMX40
 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Howard De Torres
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: H. De Torres (7) and others.

Sydney plastic surgeon Howard De Torres was named Bluewater Champion of 2003-04 after a strong performance in the 2003 Rolex Sydney Hobart (third Overall) and other fine results delivered him top place in the pointscore. *Nips n Tux* has also achieved good results in the Coffs Harbour race and series.

NATIONAL CREDIT INSURANCE-TOY BOX



SAIL NO: M762 LOA: 13.5m CLASS: IRC
 DESIGNER: Neils Jeppesen (Denmark)
 YEAR BUILT: 2001 TYPE: X-Yacht 442
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ian Box
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: TBA

This X-Yacht 442 was built in Denmark and brought new to Australia in 2002 by Ian Box, Commodore of Middle Harbour Yacht Club. She is a heavy displacement cruiser/racer that rates well under IRC and has won MHYC's IRC championship for the past three years as well as notching up a fourth in the IRC Cruising Division at Hamilton Island Race Week. This will be the first Hobart Race for the boat.

OCEAN SKINS



SAIL NO: G147 LOA: 14.3m CLASS: PHS
 DESIGNER: Jim Inglis (Australia)
 YEAR BUILT: 1995 TYPE: Inglis 47
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Tony Fowler
 CLUB: Royal Geelong Yacht Club, Vic
 CREW: T Fowler (2), P Anderson (4), R Hamshire (4), S Rice (10), J Boyle (1), P Kelly (1), D Kelly (1).

Ocean Skins is a timber-hulled sistership to Grant Wharington's first *Wild Thing* and this is the second year of campaigning the boat by her present owner. Tony Fowler recently contested the inaugural Melbourne to Vanuatu race (fifth on PHS) and the boat was leading the Vanuatu to Mackay race on handicap when it struck a whale and had to retire with rudder and keel damage. *Ocean Skins* finished sixth in PHS in last year's Rolex Sydney Hobart.

PELAGIC MAGIC



SAIL NO: 1407 LOA: 12.2m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2005 TYPE: Beneteau 40.7
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ross McDonald
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R. McDonald (4), W Jenkins, M Brady (1), J Simpson.

Formerly *Alacrity*, *Pelagic Magic* was bought by new owner Ross McDonald in September this year before being sailed from Brisbane to Sydney to contest its first race, the Gosford to Lord Howe Island Race in which it took seventh place on IRC.

POLARIS OF BELMONT



SAIL NO: 5527 LOA: 13.2m CLASS: IRC
 DESIGNER: Peter Cole (Australia)
 YEAR BUILT: 1970 TYPE: Cole 43
 NO. OF HOBARTS: 21
 OWNER/SKIPPER: Chris Dawe
 CLUB: Gosford Sailing Club, NSW
 CREW: C Dawe (3), D Cudmore (9), L Wratten (4), M Royal, J Dessard, P Ballardin, G Nosworthy (1).

One of the veterans of this race, *Polaris of Belmont* has competed in 21 Sydney Hobart races, placing second in the IRC division in 2001. This will be the second for the boat under the ownership of Chris Dawe, a member of Gosford Sailing Club. The boat and crew are well prepared and the crew are expecting to live up to the previous fine performances of this classic vessel.

PHILLIP'S FOOTE WITCHDOCTOR



SAIL NO: 2557 LOA: 12m CLASS: PHS
 DESIGNER: Laurie Davidson (New Zealand)
 YEAR BUILT: 1979 TYPE: Ex IOR two tonner
 NO. OF HOBARTS: 25
 OWNER/SKIPPER: The Rum Consortium
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Cameron (31), G Barter (29), C Troup (20), I Manley (17), M Milroy (4), M Rafferty (8), T Cable (42), S March (3), R Williams (1), B Schwass (7).

This famous old campaigner will be sailing her 26th race to Hobart this year, which, assuming she finishes, will be a new record for the most races. Between them, the crew has amassed an incredible 163 Hobart races, including Maurie Cameron who will be sailing his 32nd, Geoff Barter his 30th and Tony Cable his 43rd. *Phillip's Foote Witchdoctor* won last year's Sydney Mooloolaba Race and placed third this year on PHS showing there's still plenty of life in this 27-year-old boat.

PLA LOMA IV



SAIL NO: MH7 LOA: 13.02m CLASS: IRC
 DESIGNER: Reichel/Pugh (US)
 YEAR BUILT: 2002 TYPE: DK 43
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Rob Reynolds
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: R Reynolds (3) and others.

This DK 43 likes a downhill slide according to owner Rob Reynolds, and will be looking to stay with the 50 footers. *Pla Loma IV* entered the 2005 Rolex Sydney Hobart but encountered steering problems which forced her out of the race. Rob Reynolds and his yet to be nominated crew will be aiming for a more satisfying outcome this time.

PRION



SAIL NO: R63 LOA: 9.59m CLASS: IRC
 DESIGNER: David Lyons (Australia)
 YEAR BUILT: 1996 TYPE: Modified Mount Gay 30
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Michael Dolphin
 CLUB: Royal Yacht Club of Victoria, Vic
 CREW: M Dolphin (4), P Davies (2), C Till (1), A Doolan, G Agnew (4).

Originally designed by David Lyons to the Mount Gay 30 box rule, this light displacement boat has the ability to chase down larger yachts in the right conditions. *Prion* was fitted with a new keel prior to last year's Rolex Sydney Hobart and with considerably more miles under that keel this year, the crew will be pushing the boat hard. *Prion* recorded good results last year in the Scotchman's Hill series at Skandia Geelong Week and in the Association Cup series.

QUANTUM RACING



SAIL NO: TBA LOA: 15.05m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 2006 TYPE: Cookson 50
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ray Roberts
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R Roberts (15), S McConaghy (6), B Young (6), S Broom (12), A Roxburgh (12), S Hinton (3), D Brennan (7), M Gorman (2), S Hunt (13), B Northcote (10), A Seager (4), S Benson (7).

Sydney yachtsman Ray Roberts has enjoyed a stellar year with his DK46 including winning the Scotchman's Hill Series at Skandia Geelong Week, an IRC overall win in the Sydney Mooloolaba Race and an IRC win at Hamilton Island. One trophy that has eluded Roberts is the Tattersall's Cup and he and his top crew want that rectified so they've chartered this Melbourne Cookson 50 - which revels in typical Rolex Sydney Hobart conditions of reaching and running - for this race and the next 12 months.



RAGAMUFFIN



SAIL NO: AUS70 LOA: 15.5m CLASS: IRC
 DESIGNER: Bruce Farr (US)
 YEAR BUILT: 1995 TYPE: Farr 50
 NO. OF HOBARTS: 11
 OWNER/SKIPPER: Syd Fischer
 CLUB: Cruising Yacht Club of Australia/Royal Sydney Yacht Squadron, NSW
 CREW: S Fischer (37), T Ellis (39), C Anderson (28), P Eadie (25), J Hock (5), M Hesse (1), G Bergmann (24)

Syd Fischer, a legend in Rolex Sydney Hobart Yacht Race history, is contesting his 38th race to Tasmania as skipper of his own boat, the 11th to be named *Ragamuffin*. Over the years, this champion Farr 50 has notched up a second and third Overall in the Hobart Race. Fischer won the Sydney Hobart Overall in 1992 with his previous *Ragamuffin* and took line honours with his German Frers designed maxi *Ragamuffin*, in 1988 and 1990. Long term crewman Tony Ellis will reach his 40th race this year.

RAY WHITE KOOMOLOO



SAIL NO: RQ68 LOA: 12.5m CLASS: IRC
 DESIGNER: Ted Kaufman (Australia)
 YEAR BUILT: 1968 TYPE: Kaufman 41
 NO. OF HOBARTS: 9
 OWNER/SKIPPER: Mike Freebairn
 CLUB: Royal Queensland Yacht Squadron, Qld
 CREW: M Freebairn (5), P Sherwood (3), P White (7), S Zapher (1), A Reed (3)

This wonderful old timber yacht will be lining up for her tenth Rolex Sydney Hobart after winning her division last year. Built 38 years ago, *Koomooloo* twice represented Australia at the Admiral's Cup and won the Sydney Hobart in 1968. In last year's race, she bettered her 1968 elapsed time by 11 hours and, until the breeze lightened off down the Tasmanian East Coast, had looked a chance for another overall handicap win.

SAILORS WITH DISABILITIES



SAIL NO: 7878 LOA: 16.2m CLASS: PHS
 DESIGNER: David Lyons (Australia)
 YEAR BUILT: 2000 TYPE: Lyons 52
 NO. OF HOBARTS: 6
 OWNER/SKIPPER: David Pescud
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D Pescud (15), J Natherson (6), J Hearne (2), L Stewart-Baker (1), A Jackson (1), M Thomson (3), N Short (2), A Lawrence (1), M van Kretschmar

Fresh from a PHS win in this year's Sydney Mooloolaba and a second in the inaugural Sydney Mackay, David Pescud has again elected to race south with a mostly disabled crew. This specially designed 52-footer has contested every east coast regatta and offshore race since being launched in 2000. With their previous boat, Pescud and his crew won PHS Division A of the storm-battered 1998 Hobart Race. *SWD* also holds the monohull circumnavigation of Australia record.

SALONA



SAIL NO: S3724 LOA: 11.29m CLASS: IRC
 DESIGNER: J & J Yacht Design (Germany)
 YEAR BUILT: 2006 TYPE: Salona 37
 NO. OF HOBARTS: 0
 OWNER: Phillip King
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P King (6), C Mollison (2), R Cooper (2)

A brand new boat designed by J & J Yacht Design and built by AD Boats, *Salona* has no racing record although owner Phillip King has an impressive record, including winning Division A of the 1984 Sydney Hobart, the Adelaide to Robe Race in 1986, the Adelaide to King Island Race in 1989 and being South Australian Offshore Champion in 1989.

SCRUMBA



SAIL NO: LOA: 14.75m CLASS: PHS
 DESIGNER: J & J Yacht Design (Germany)
 YEAR BUILT: 2002 TYPE: Bavaria 48
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Graham Friend and Bill Ratcliff
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: G Friend (5), B Ratcliff (39), P Taylor (7) G Friend (5) K Lloyd-Thomas (2) R Waddy (1) G Bellamy, R Davies, D Sanders, W Holland and J O'Neill.

Allsail Yachting School will campaign the Bavaria 48 *Scrumba* for this year's Rolex Sydney Hobart. *Scrumba* has a strong ocean going pedigree, having spent two seasons racing and cruising in the Mediterranean before competing in the ARC Atlantic crossing rally to the Caribbean. She then went through the Panama Canal and sailed across the Pacific to Auckland where she was purchased by the current owners. Joining the crew is helmsman Bill Ratcliff who is preparing for his 40th Rolex Sydney Hobart.

SHE



SAIL NO: 4924 LOA: 12.23m CLASS: PHS
 DESIGNER: Gary Mull (US)
 YEAR BUILT: 1981 TYPE: Olsen 40
 NO. OF HOBARTS: 10
 OWNER/SKIPPER: Peter Rodgers
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Rodgers (9), A Mathers (5), N Hawke, P Samuelson.

Previously entered as *She II*, this "golden oldie" of ocean racing has been sailed by Peter Rodgers and his crew in 10 Sydney Hobart Races and 12 Lord Howe Island Races, as well as various NSW coastal races. Good results have been achieved in the races to Lord Howe, with several PHS division placings, and in the rugged 2004 Rolex Sydney Hobart she placed fourth overall in PHS results.



SHOGUN



SAIL NO: G4646 LOA: 15.79m CLASS: IRC
 DESIGNER: Mark Mills (Ireland)
 YEAR BUILT: 2005 TYPE: DK 46
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Rob Hanna
 CLUB: Royal Geelong Yacht Club, Vic
 CREW: R Hanna (2), T Bugg (6), B Northcote (12), G O'Brien (3), S Jacobon (2), D Lightfoot, J Newman (2), B King (2), B Anson, B Carnell (4), M Smith.

After finishing 14th in the 2005 Rolex Sydney Hobart, *Shogun* went on to win the ORCV's Apollo Bay Race and its 2006 Winter Series and in early November placed 3rd in the IRC Division of the ORCV's Bass Strait race to Stanley. *Shogun* is one of several DK46s in Australia and one of two sailing to Hobart this year.

TEAM LEXUS



SAIL NO: 6565 LOA: 11.6m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 2002 TYPE: Sydney 38 OD
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Lawrence Vincent
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: F Sticovich (14), B Gould (36), R Carlier (26), G Riding (8), B Collis (4), M Riding.

A high profile yacht among the Sydney 38 one design fleet in Sydney, *Team Lexus* is competing in her fourth consecutive Rolex Sydney Hobart. In 2004, *Team Lexus* placed third in IRC Division C and second in the Sydney 38 division of the Hobart Race and more recently the boat won her division in the CYCA Winter Series.

SKANDIA



SAIL NO: M10 LOA: 30m CLASS: IRC
 DESIGNER: Don Jones (Australia)
 YEAR BUILT: 2003 TYPE: Super-maxi
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Grant Wharington
 CLUB: Mornington Yacht Club, Vic
 CREW: G Wharington (18), G Taylor (9), S Gilbert (13), I Johnston (9), J Rae (13), T Ede (5), P Cosman (8), G Healy (4), M Pearce (10), N Stahmer, A Plympton, C Crawford, J Scholten (15), G Cropley (13), C Smith (6), B Coventry (6), D Haines (9), R Gilbert (11), M Fullerton (11).

Grant Wharington's *Skandia* was the 2003 Rolex Sydney Hobart line honours winner and the following year was leading the fleet to Hobart when her canting keel failed. *Skandia* was rebuilt and this year took line honours in the Sydney Gold Coast, Sydney Mooloolaba and Sydney Mackay races. Wharington also contested the 2005-06 Volvo Ocean Race with an all Australian entry, a Volvo 70 he chartered which is racing in this year's Rolex Sydney Hobart as *Ichi Ban*.

TERRA FIRMA



SAIL NO: 4100 LOA: 12.5m CLASS: IRC
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 1995 TYPE: Murray 41
 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Nicholas Bartels
 CLUB: Sandringham Yacht Club, Vic
 CREW: N Bartels, M Buckley, J Rowe, S Telford, D Joel, N Bez, S Hunt, C Bradbury, P Stubbings, C Fary, A Bibby.

Terra Firma has been described as "one out of the box". This former Overall winner (1995) has performed well for a decade and this year Victorian skipper Nicholas Bartels is returning with an experienced crew and plans to push the Murray Burns Dovell 41 hard all the way south.

STAR DEAN-WILCOCKS



SAIL NO: 6068 LOA: 11.8m CLASS: IRC
 DESIGNER: Murray Burns Dovell (Australia)
 YEAR BUILT: 2006 TYPE: Sydney 38
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Marc and Louis Ryckmans
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: L Ryckmans (2), M Ryckmans (2), O Andersen (2), C Jeeves, H Funder (2), A Stuart (1).

After finishing second in the Sydney 38 Division of this year's Sydney Mooloolaba Race, twins Marc and Louis Ryckmans and skipper Ola Andersen will be competing in their third Rolex Sydney Hobart. Last year they were forced to retire in Storm Bay with rig failure after leading the Sydney 38s for most of the race. They hope to better last year's top speed of 26.8 knots, set somewhere in Bass Strait, and gain a podium finish.

TEVAKE II



SAIL NO: H191 LOA: 13.7m CLASS: IRC
 DESIGNER: Graeme Radford (Australia)
 YEAR BUILT: 2000 TYPE: Radford 13.7
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Angus Fletcher
 CLUB: Hobson's Bay Yacht Club, Vic
 CREW: A Fletcher, D Watson, A Bartle, C Leake, I Currie, C Brenan.

This Radford 13.7 was launched six years ago and is currently enjoying its first season of serious offshore racing. Fletcher and his crew have already notched up some good results including first in AMS division in last year's Melbourne to Hobart, second in division on IRC in this year's inaugural Melbourne Vanuatu Race and line honours and another second in division in the Vanuatu to Mackay race.

WEDGETAIL



SAIL NO: HW42 **LOA:** 12.9m **CLASS:** IRC
DESIGNER: Hugh Welbourn (UK)
YEAR BUILT: 2005 **TYPE:** Welbourn 40
NO. OF HOBARTS: 1
OWNER/SKIPPER: Bill Wild
CLUB: Royal Queensland Yacht Squadron, Qld
CREW: B Wild (2), P Elkington (4), K Costin (6), D Hutchison (5), V Dudley (12), G Harland (13).

Wedgetail made its Rolex Sydney Hobart debut last year and finished an impressive sixth overall on corrected time followed up by a fourth in division in this year's Sydney Mooloolaba. Skipper Bill Wild has put together an excellent crew for the boat's second race to Hobart, with Kevin Costin as sailing master and Peter Elkington as navigator. The highly experienced crew also includes Vanessa Dudley, former world champion and round-the-world sailor, and Gail Harland.

WILD OATS XI



SAIL NO: 10001 **LOA:** 30.0m **CLASS:** IRC
DESIGNER: Reichel/Pugh (US)
YEAR BUILT: 2005 **TYPE:** Supermaxi
NO. OF HOBARTS: 1
OWNER/SKIPPER: Robert Oatley
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: M Richards (2), A Cahalan (14), I Murray (12), T Wiseman (2), K Sheridan (2), I Smith (8), T Tindill (2), R Naismith (11), S Jarvin (18), R Goodrich (1), C Hermesen (12), S Runow (17), J Hildebrand (2), A Rice (2), D Sampson (7), A Henderson (9), T Bellingham (4), J Rowed (2), R Daniel (5), J Whitaker (4), P Shipway (28), A Merrington (5), J Wilson.

In her Rolex Sydney Hobart Race debut, this state-of-the-art 98-footer with canting ballast twin foil (CBTF) took line honours in record time and won the Tattersall's Cup with 1st Overall under IRC handicap – the only boat to take the trifecta since *Rani* in the first race in 1945. *Wild Oats XI* contested the 2006 Rolex Maxi World Championship in Sardinia placing third to arch rival *Alfa Romeo*, and has returned to attempt the rare feat of back-to-back line honours wins in the Rolex Hobart Race.

WOT YOT



SAIL NO: TBA **LOA:** 15.85 **CLASS:** IRC
DESIGNER: Nelson/Marek (US)
YEAR BUILT: 2000 **TYPE:** Transpac 52
NO. OF HOBARTS: 0
OWNER/SKIPPER: Graeme Wood/Bill Sykes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G Wood (1), M Green (27), P Messenger (22), D Ellis (24), J Goluzd (26), H Brodie (20), S Reffold (9), T Paola (9), T Poole (25).

Launched in early November last year, *Wot's Next* found form in this year's Hamilton Island Race Week, winning the Premier Cruising Division. Graeme Wood will crew the boat for Hobart partly with young sailors from the CYCA's Youth Sailing Academy, with Bill Sykes as skipper. Wood has also entered his new TransPc 52 *Wot Yot* and will skipper that boat to Hobart.

WOT'S NEXT



SAIL NO: 6559 **LOA:** 14.2m **CLASS:** IRC
DESIGNER: Murray Burns Dovell (Australia)
YEAR BUILT: 2005 **TYPE:** Sydney 47CR
NO. OF HOBARTS: 1
OWNER/SKIPPER: Graeme Wood
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B Sykes (18), G White (3), B Riley (24), S Marshall (1), H Roughley (1), L McClean (1), B Sykes (18), G White (3), B Riley (24), S Marshall (1), H Roughley (1), L McClean (1), M Langford, W Ryan.

Launched in early November last year, *Wot's Next* found form at this year's Hamilton Island Race Week winning the Premier Cruising Division. Graeme Wood will crew this boat partly with young sailors from the CYCA's Youth Sailing Academy. Wood has also entered his new Transpac 52 *Wot Yot*.

XENA



SAIL NO: A93 **LOA:** 20.0m **CLASS:** IRC
DESIGNER: Murray Burns Dovell (Australia)
YEAR BUILT: 1996 **TYPE:** MBD Open 66
NO. OF HOBARTS: 5
OWNER/SKIPPER: TBA
CLUB: TBA
CREW: TBA

This Open 66 has been raced by Sean Langman very successfully over the past decade, taking line honours in most Australian east coast races. *Xena* may be chartered for this race with Langman skippering his restored 1932-built gaff-rigged *Maluka*.

YENDYS



SAIL NO: 1836 **LOA:** 16.8m **CLASS:** IRC
DESIGNER: Reichel/Pugh (US)
YEAR BUILT: 2006 **TYPE:** Reichel/Pugh 55
NO. OF HOBARTS: 0
OWNER/SKIPPER: Geoff Ross
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G Ross (11), T Addis (6), G Johnston (15), C Simpson (13), S Kirkjian (10), S Cotton (10), R Allanson (8), D McConville (13)

Geoff Ross has purpose built this brand new Reichel/Pugh 55 to attempt a second Overall win. This is the first grand prix yacht out of McConaghy International's new boatyard in China and expectations are high. As usual Ross has assembled a first class crew including champion helmsman Sean Kirkjian. *Yendys* carries a sail number of 1836 - the year ancestors of Ross arrived in Hobart via convict ship in December 170 years ago.

LEFT TURN OPTION





More than 60 yachts are expected to take the 'left turn option' to sail in the annual Pittwater to Coffs Harbour race on January 2. The race, which is organised by the Royal Prince Alfred Yacht Club, will be the long race in the 2007 edition of the increasingly popular Pittwater & Coffs Harbour Offshore Series.

A great attraction of this program is, of course, that its major race takes the fleet north into what should be increasingly warm conditions, the opposite of the Rolex Sydney Hobart Yacht Race.

On top of that, the course of the Pittwater to Coffs Harbour race tends to keep the fleet in close to the coast – with navigators trying to keep inshore of the south flowing East Australian current. This usually makes the race highly tactical.

Picking the right time to tack back toward the coastline can gain multiple places.

The current race record of 18 hours 29 minutes and 14 seconds was set by Bob Oatley's *Wild Oats IX* in 2003 (now Stephen David's *Wild Joe*).

Wild Joe and Bob Oatley's *Wild Oats X* are expected to be the front runners for the 2007 race. They are both 60 ft canting ballast keel twin foil boats designed by Reichel/Pugh so are likely to be engaged in an absorbing boat for boat contest.

Amongst the handicap favourites will be Bruce Staples and Jim King's Murray 37 *Dark & Stormy Witch*, Overall winner of the series in 2005 and a top three finisher in IRC Overall and winner of IRC Division C in 2006.



Other handicap contenders and confirmed entrants will be the Hudson/Murphy/Lockley syndicate aboard the IC 45 *Pretty Woman*, competing on IRC, and John McConaghy's 14.3m racer-cruiser *Second Time Around*, on PHS.

The fleet should include a number of boats competing for the first time including David Currie's Swan 18 *Lady Godiva* from Melbourne, Colin Cartwright's 11m cruiser-racer *Ponderosa* from Gosford Sailing Club and Cruising Yacht Club of Australia Tasman Series champion, Colin and Gladys Woods' Beneteau 47.7 *Pretty Fly II*.

Intending entrants should note that the passage race is a Cat 2 event.

Series program:

Palm Beach Circle lead-up races

Races 1 & 2 December 29 1200hrs

Races 3 & 4 December 30 1200hrs

Pittwater to Coffs Harbour (Race 5) January 2 1200hrs

Quality Nautilus & Pelican Beach Resorts Solitary Islands Race,

Coffs Harbour (Race 6) January 5 1100hrs. ○

MODEST VETERAN

VICTORIAN YACHTSMAN LOU ABRAHAMS IS SET TO SAIL IN HIS 44TH ROLEX SYDNEY HOBART YACHT RACE, EQUALLING THE RECORD OF THE LATE JOHN BENNETTO.

By Lisa Ratcliff*

Challenge racing in the Rolex Sydney Hobart Yacht Race 2005 Daniel Forster/Rolex

When Victorian Lou Abrahams joined the crew of *Winston Churchill* for his first Sydney Hobart back in 1963, he had his ocean racing “L” plates on and records seemed a million miles away for the 36 year old. After he achieved a rare two Overall wins in Australia’s greatest offshore race with victories in 1983 and 1989, a milestone in terms of race numbers would still have been the furthest thing from his mind.

Now the slight, quietly spoken, 79 year old is preparing for his 44th consecutive Rolex Sydney Hobart Yacht Race, which will equal the record number set by his old mate, the late John Bennetto from Tasmania.

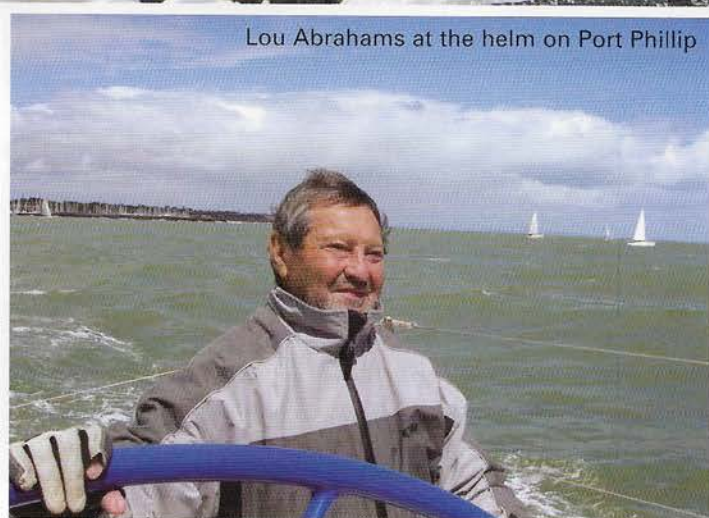
“I didn’t set out to chase records. It’s just happened that way,” he says in his typically laconic manner.

In the event’s 62 year history, only five men have reached the 40 race milestone with Victorian Bernie Case the latest to reach that number last year.

Cast from the same mould as Bennetto and other old salts of that era, Abrahams says he’s happy to even the score and adds that at his age, “you don’t commit yourself too far ahead,” referring to the possibly of putting his hand up for one more.

Asked what has inspired him to return to the start line year after year, he responds revealing a competitive edge which hasn’t diminished with age.

“I like the race. It’s a good test of putting a team together and pushing hard,” he says matter of factly.



Lou Abrahams at the helm on Port Phillip

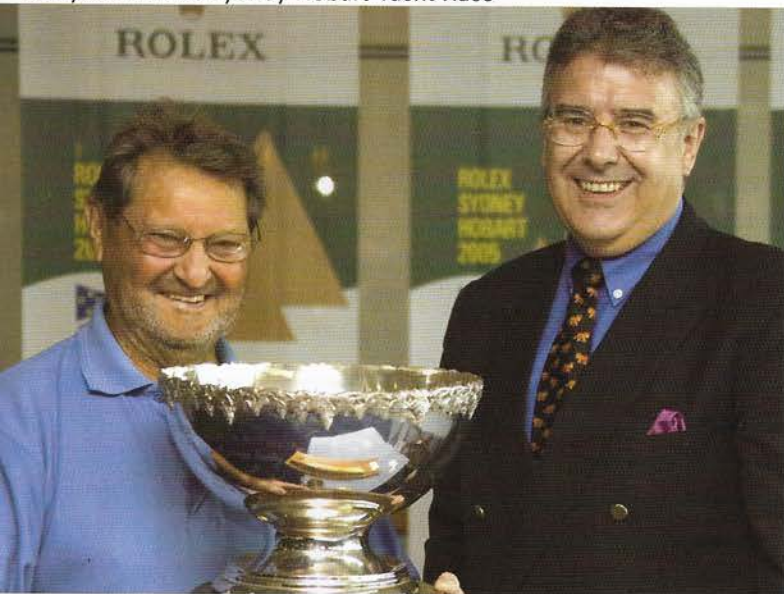
With his health shaky for a number of years, these days Abrahams is happy to let his crew do most of the steering while he indulges in his other passion – navigating. “You always look at your charts, even though you know where you are” he says.

Like the rest of the fleet Abrahams has modernised the nav station of his boat with onboard laptops, digital charts and instant weather forecast equipment but he fondly recalls the days when navigators relied on sextants.

“If the sun didn’t come out for a few days you couldn’t get a sight in order to calculate your position. There was a bit of guess work involved. Sometimes I wonder how we made it to Hobart.

Right: *Challenge II*, the boat with which Abrahams won the Sydney Hobart in 1983 – the first Victorian yacht to be Overall winner

Below: Abrahams receives the Sydney 38 Division trophy after last year's Rolex Sydney Hobart Yacht Race



**"I DIDN'T SET OUT TO CHASE RECORDS.
IT'S JUST HAPPENED"**

"Now you know exactly where you are at the push of a button, it has taken some of the expertise out of the race," he acknowledges.

Amazingly, in 43 years there has only been one drama which sticks in Abrahams' mind. "We had a fellow go overboard in 1998, the bad year, but we picked him up quickly before the storm hit. One incident is bad, more than one would be terrible."

Abrahams has made many enduring friendships during his 50-year sailing career.

Crewman since the 1980s, Rowan Simpson, describes sailing with Lou as a "pleasure and a privilege".

"Lou is widely recognised as a gentleman of the sport and I've never heard a bad word said about him.

"On the boat he lets everyone get on with their job and treats all the crew equally. His boats are always immaculately prepared and he aims high. Our motto is 'no excuse to lose' and this drives us to sail aggressively, something Lou is happy to encourage," says Simpson.

To mark this significant year, Abrahams is gathering a formidable crew around him.

Victorian round the world yachtsman Ian "Barney" Walker, who sailed for Abrahams in his early years before demand for his talents took him to the international stage, has signed on. Walker last sailed as helmsman and tactician with Abrahams aboard *Ultimate Challenge* in 1989, when they won the race.

"I'm joining Lou for possibly his final race as a mark of respect and to thank him for all the help he has given me over the years," says Walker. "Who knows, another Overall win isn't out of the question either."

Core crew members Ian Taylor and former Olympic Finn sailor Carl Schmidt, who began sailing with Abrahams as a 17 year old about 16 years ago, will also be aboard the Sydney 38 *Challenge* to witness Abrahams achieve his milestone.

Lou Abrahams' sailing career began on Port Philip Bay when he was 16, sailing in dinghies. In his twenties he branched off into motor car racing, becoming a respected driver who also built a radical car he named "the Tornado", which held the Australian land speed record.



A crew photo after winning the Hobart in 1983

His first Sydney Hobart was in 1963 on *Winston Churchill*, the veteran campaigner that sailed south for the last time in the disastrous 1998 race, when she sunk in heavy weather.

After *Winston Churchill*, Abrahams campaigned his own yacht *Odin*, for five years. *Odin* was designed by Trygve Halvorsen and was a steel version of *Freya*, the boat in which the Halvorsens took the "hat trick" in the Hobart races of 1963, 1964 and 1965. Abrahams then acquired *Vittoria*, a Sparkman & Stephens 40-footer. Abrahams did 10 Hobarts, with some very consistent performances, and represented Victoria in the Southern Cross Cup team in that boat.

He acquired *Challenge II* (there was already a vessel named *Challenge* on the Australian register), a 45ft S&S design, in 1979. Abrahams had his first Hobart victory in this boat in 1983.

From 1984 to 1987, he raced the carbon-fibre Frers designed *Challenge III* in which he represented Australia in the Admiral's Cup.

After 25 years and the acquisition and naming of his Dubois One Tonner, *Ultimate Challenge*, one could have been forgiven for thinking that Abrahams was anticipating the end of his ocean-racing career. No doubt the rush of adrenaline that accompanied winning the 1989 Hobart race did away with that idea, and he campaigned that yacht successfully until 1995, representing Australia in the Admiral's Cup and coming a very close second in the 1991 Hobart.

Frustrated with the handicapping system at the time, Abrahams turned to one design racing at 73 years of age, acquiring the Sydney 38 *Another Challenge* in 2000. He went on to win the National Sydney 38 championship in the Whitsundays that year and the following year.

With his current Sydney 38 called *Challenge* he won the Sydney 38 Division in last year's Rolex Sydney Hobart and is a strong contender for another class win this year.

Back in July, Abrahams received a Services to Yachting award for his achievements spanning half a century, and his significant contribution to the future of the sport including assisting young sailors to compete in championship events at national and international levels.

A Past Commodore and Life Member of Sandringham Yacht Club, Abrahams has won many yachting awards including the 2002 Commonwealth Medal for Services to Sailing.

Now retired from his Melbourne plastics factory, Abrahams is dabbling in some building and investing and visits the office most days. "The office gives me somewhere to hide away," he laughs mischievously.

Having contested every heavy weather Hobart race since the mid 1960s, Lou Abrahams has seen the worst Bass Strait can spew up. But he is not comfortable offering bucket loads of advice.

"Take plenty of warm clothes," he suggests.

*Some history provided by David Colfelt ○

DOWN THE RHUMBLINE

THIS OFFSHORE COMPANION TO AUSTRALIAN OCEAN RACING - WITH ORIGINAL ILLUSTRATIONS BY PETER HARRIGAN - IS RESURRECTED FROM THE OFFICIAL PROGRAM OF THE 1979 SYDNEY HOBART YACHT RACE. SOME WORDS MAY HAVE BECOME OBSOLETE, BUT MOST WILL STILL BE USED BY COMPETITORS AND COMMENTATORS FOR THE 2006 ROLEX SYDNEY HOBART YACHT RACE.

Edited by Peter Campbell

In any international event there are bound to be 'language barrier' problems. Ocean racing is no exception, having a vocabulary all its own which is rendered even more inscrutable by the overlay of Australianisms. So, for the benefit of overseas competitors in the 1979 Southern Cross Cup series and the Hitachi Sydney-Hobart Yacht Race (perhaps even for the benefit of the occasional bewildered Australian), the Cruising Yacht Club of Australia language experts have compiled the following dictionary of Australian ocean racing slang.

We hope the reading of this will help enrich the cultural experience of our overseas visitors, or perhaps just be of passing interest to unfamiliar locals.

altitude, n. A yacht's height on top of wave crests in storm conditions.

bags, n.pl. Unit of wind velocity, e.g. blowing 40 bags (blowing 40 knots).

bash, n. Beat to windward in heavy conditions.

beer garden, n. Yacht's cockpit, occupied by less physically active members of the crew (the brains trust).

blow, n. More than 40 knots of wind. good blow: a bit fresh (more than 50 knots of wind). plenty for everyone: more than 60 knots of wind. big blow: plenty for everyone for a day or two.

blunderbuss, n. At the Cruising Yacht Club of Australia, means overproof rum and Coke.

brace, n. 1. Line running aft from spinnaker pole (known overseas as guy or afterguy). 2. See shout.

bricks, n. pl. Rocky foreshore along coastline. brick: nomenclature for ocean racer's stalwart wife/girl friend, e.g. she's a brick. brick hopper: skipper who hugs the coastline (has no reference to how he may treat his wife/girlfriend).

Bruce, n. Common Australian first name (if unsure of a male crew member's name, always call him Bruce).

bugger all, adj. Bugger all wind; the crew knows bugger all; a dry ship (bugger all grog).

bullet, n. Sharp gust of wind, always encountered when you've got too much gear up (see gear). get the bullet: to be fired from the crew.

bulletproof, adj. 1. Sails made of extra heavy cloth, suitable for storm use. 2. A friend of the owner who cannot be fired from the crew.

cascade throat, n. Symptoms of hoarseness and inability to speak with ease which Sydney-Hobart yachtsmen rationalise as due to local Tasmanian brew but which is, in fact, the result of over indulgence, too much talking about big waves, too much singing of nautical ditties, etc. **chunder, -v.** Frequent occurrence among yachtsmen on Boxing Day, almost always attributed to (but rarely caused by) the Christmas dinner.

clunker, n. Yacht which is too heavy or poorly-designed for racing and which is likely to spend New Year's eve at sea.

corner (the), n. Tasman Island, where the yachts turn into Storm Bay, where there is either bugger all wind, or forty bags and particularly big greenies.



Bruce ready for pierhead jump

Cascade throat post-Hobart R. symptom suffered by many yacht



Crayfish Derby, n. A "fun" race held at Triabunna several days after the Sydney-Hobart, a "compulsory" stop on the international offshore circuit due to the offering of crayfish as trophies.

dog, n. Yacht with woeful performance record.

dog license, n. Rating certificate for poor-performing yacht.

Dolan's, n. The Customs House Hotel, Hobart, once owned by the late Bert Dolan, a great friend of visiting yachtsmen. Still the main meeting place for crews, post-Hobart Race.

fall off a wave. Flying into clear air at the back of a wave.

go-fast, n. Sophisticated item of sail trimming equipment which generally has no effect on the speed of the yacht.

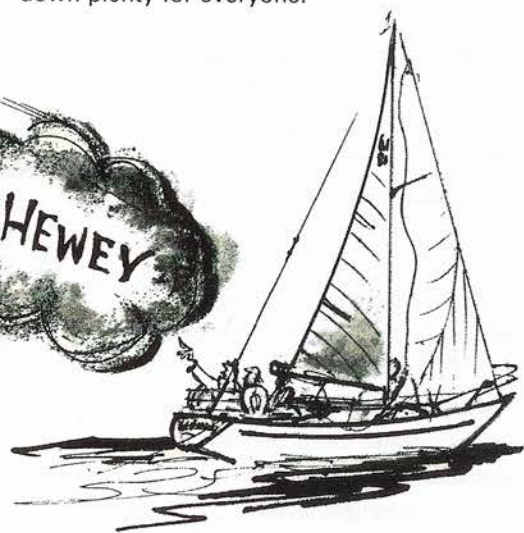
gorilla, n. Specialist winch grinder, always big on brawn, often low on sailing ability.

gear, n. 1. gear on: pull sails in; gear off: let sails out; gear up: more sail on. 2. gear on: put on your clothes-wet gear/ oilskins. 3. gear off: take your clothes (unspecified) off.

good gear, n. 1. Going ashore clothes. 2. Good tucker (food or mungers).

granny, n. 1. Tacking through 360 degrees to avoid gybing in heavy conditions. 2. Cocked-up reef knot.

"Get the gear off looks like Hewey's sending down plenty for everyone."



greenie, n. Big wave, plenty of which comes aboard.

Gregory's, n. Principal reference map of some navigators, a well-known Sydney street directory.

hard on. 1. Sailing close-hauled into the wind. 2. Sailing close-hauled into the wind.

heavy, n. Crew member with weighty reputation not necessarily equal to his sailing ability.

Hewey. The spirit which makes weather, held in deference by yachtsmen. Typical yachtsman's prayer: Give us some more breeze, Hewey.

highball, n. Twelve-ounce glass of beer served at the Cruising Yacht Club of Australia.

hundred beers. In Hobart, often this number is ordered in a shout (see shout); minimum shout at the Q.L.D. (see Q.L.D.)

Iron Pot, n. Lighthouse that marks the entrance to the River Derwent.

iron topsail, n. Yacht's engine; illegal go-fast equipment.

jockey pole, n. Supporting strut for spinnaker brace in reaching conditions (known overseas as reaching strut or whisker pole).

kicker, n. Line running to the foredeck, from the Spinnaker pole (known overseas as the fore-guy, not to be confused with fall guy; a crew member who does the work of four others).

line squall, n. Weather front, marked by ominous horizontal cloud formation, which usually approaches rapidly from the south and is accompanied by plenty of bullets.

naviguesser, n. Navigator, or person appointed to this role.

on the nose. 1. Breeze coming from ahead. 2. Descriptive of bad cooking, bad behaviour, etc.

organ pipes, n. Spectacular vertical column rock formations that mark the cliffs of Tasman Island and Cape Raoul in Storm Bay.

paddock (the), n. Bass Strait.

Parramatta, n. 1. Poorly disguised phoney position report after the start of the race. 2. Genuine position report give by a poor 'naviguesser' (city 20 miles or so inland of Sydney). [Hopefully outdated by GPS and Yacht Tracker].

P.B.O., n. Poor Bloody Owner, an acronym coined by yacht owners to invoke sympathy for their expenditures.

pierhead jump, n. Last-minute recruitment of crew member, usually from the yacht club marina.

piker, n. Lazy crew member, often located in the beer garden.

piss, n. Beer.

pissed, adj. Intoxicated.

piss-up, n. Heavy beer-drinking session. pissing down. Heavy rain.

prawning. Spinnaker in ocean, usually due to the speed of the drop exceeding the speed of the boat, occasionally due to broaching.

Q.L.D., n. Quiet Little Drink, a post Sydney Hobart race get-together of crews, which belies its name; not too be confused with the abbreviation for Queensland (Qld.).

rock hopper, n. Skipper who prefers to sail close to the coast.

set (the), n. Australian East Coast Current, generally noted running south at varying distance from the coastline.

shout, n. 1. The group you are drinking with. 2. Your turn to buy a round.

shout, v. You are expected to shout in your turn and not to leave before shouting.

brace: smallest possible shout. 100 beers: you are advised to learn the meaning of shout before shouting this one.

sked, n. Regular radio position report; something in which the Cruising Yacht Club of Australia sees absolutely no humour, in spite of its inclusion in this lighthearted dictionary.

Slog, n. Sustained and uncomfortable bash to windward, often into greenies.

southerly buster, n. Often comes in after hot north-easterly days, blowing 40 bags.

Sow and Pigs, n. Reef in Sydney Harbour which is terribly obvious to everyone, save the fellow who has just run upon it, as did *Bumblebee 3* at the start of the 1974 Hobart Race. Now known to some as Boar and Pigs due to new mark that adorns it.



stinkboat, n. How sail enthusiasts refer motor vessels.

straphanger, n. International heavy who flies in at the last minute to join a crew for a major race, usually expenses paid.

tapes, n. All that is left for the P.B.O. after the spinnaker blows out.

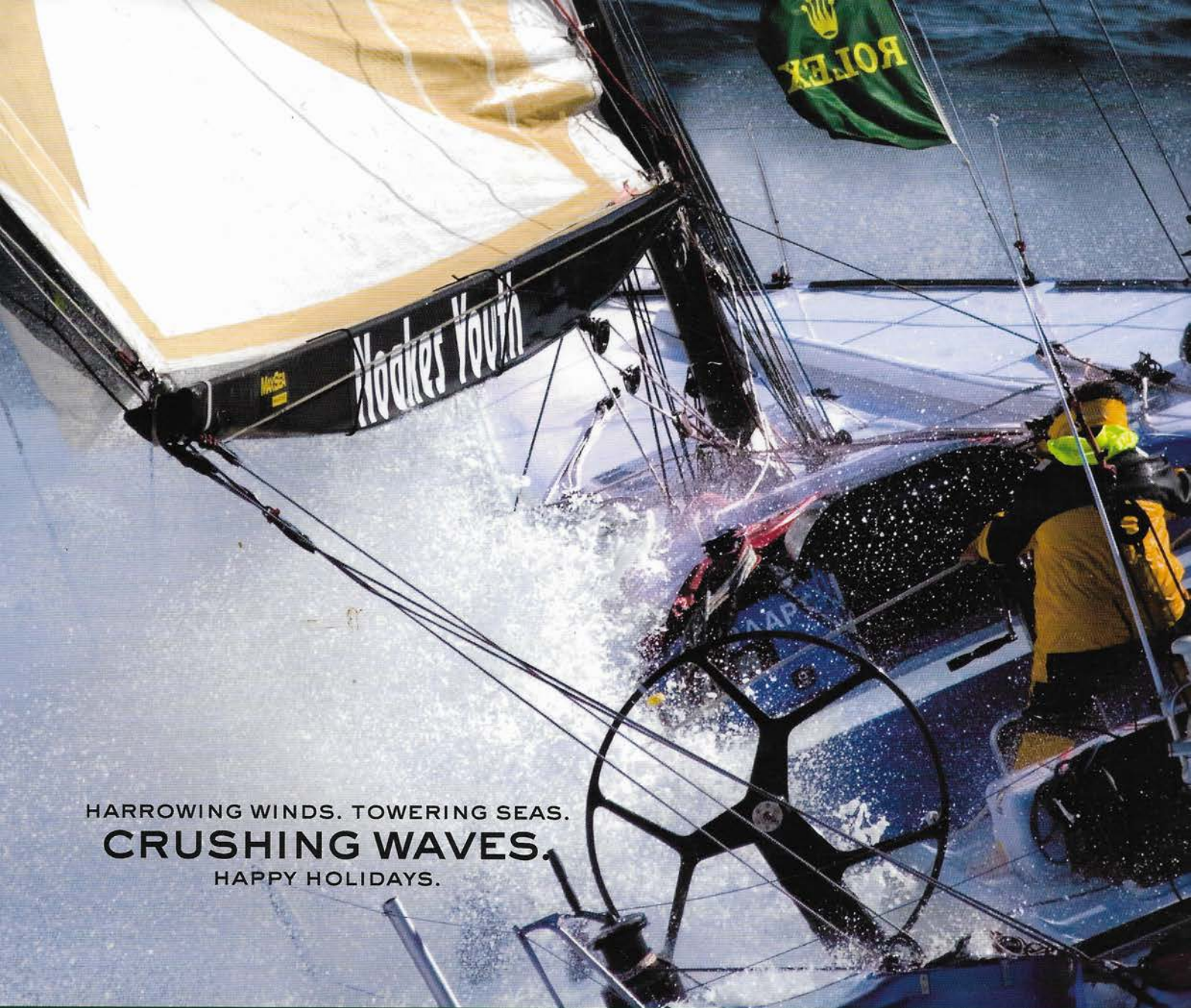
Taswegian, n. Nickname for a Tasmanian.

track (the), n. Rhumbline course from Sydney to Hobart.

wineglass, n. Imperfectly set spinnaker (known in some parts overseas as a 'Mae West').

Y'all, n. Yachtsman from the US, particularly the southern part (not to be confused with yawl, a type of two-masted rig. O

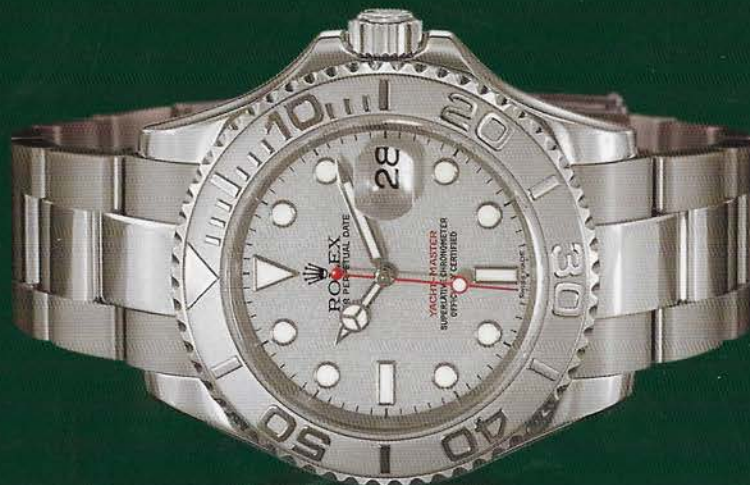




HARROWING WINDS. TOWERING SEAS.
CRUSHING WAVES.
HAPPY HOLIDAYS.



During the holiday season, the Rolex Sydney Hobart Yacht Race will take sailors directly through the Bass Strait, one of the roughest seas in the world. One veteran said navigating these waters was like "sailing off a cliff". For some, the holidays are a nice break from work. For these competitors, it's the toughest work they'll ever do. **ROLEX SYDNEY HOBART YACHT RACE BEGINS DECEMBER 26TH, 2006.**



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